

CHAPTER 1 CDMP MAJOR ISSUES

In 1998, the legislature amended Chapter 163 Part 2 Florida Statutes to incorporate new criteria for Evaluation and Appraisal Reports (EAR). Section 163.3191(1)(c) was modified to require that local governments identify the major issues and provide an analysis of these issues to further the community's goals. Input by the community into the County's Strategic Planning Initiative and the Residential Density Feasibility Study conducted in 2001 and 2002, served as the basis for identifying some of the major issues to be addressed in the EAR. The issues selected for inclusion and agreed to by the State of Florida Department of Community Affairs (DCA) after a final scoping meeting in November 2002, were as follows:

- CDMP Time Horizons and UDB Capacity and Expansion
- The Need and Potential for Redevelopment
- Incorporation and Annexation
- Growth Impacts and Affordable Housing

A fifth issue, Water Supply Facility Workplan was identified by DCA and the South Florida Water Management District (SFWMD) and then added as a major issue to the EAR.

The CDMP Time Horizons and UDB Capacity and Expansion issue is divided into two parts and serves several functions. Part One: Community-wide Assessment provides a summary of data and analysis required by Section 163.3191 (2), Florida Statutes (F. S) including population growth and changes in land area, extent of vacant and undevelopable land, location of existing development in relation to location of development as anticipated in the CDMP, and supply and demand analyses of residential, commercial and industrial land. Part Two of the document discusses the major issue, time horizons and UDB capacity and expansion, and suggests proposed revisions to the CDMP.

The second issue, The Need and Potential for Redevelopment, focuses on the County's need to implement smarter land use, infrastructure and service policies as incentives for redevelopment and higher density development. This issue identifies CDMP policies, which may enhance the redevelopment and infill efforts thus creating more land supply throughout the County.

Incorporation and Annexation evaluates the County's current trends and discusses the importance of maintaining control of areawide functions. This issue suggests strategies for retaining and strengthening control over these functions when faced with incorporation and annexation issues.

Growth Impacts and Affordable Housing, was an issue identified in the 1995 EAR and has been an on-going concern of the County. The issue evaluates how the local area copes with the housing needs caused by continuous high levels of population growth, especially given that a large portion of the new residents are of lower income status.

The final major issue, Water Supply Facility Workplan, addresses the concerns of the DCA and SFWMD with regard to the coordination of water supply planning and land planning. This issue summarizes the water supply planning efforts of the County and proposes revisions to the CDMP to strengthen the linkage between water supply and land use.

1.1 CDMP TIME HORIZONS AND UDB CAPACITY AND EXPANSION

Introduction

The “Current Issues” section of the adopted 1995 Evaluation and Appraisal Report (EAR) for the Land Use Element of the Comprehensive Development Master Plan (CDMP) of the Miami-Dade County states that: “...Central to all land use issues is the projection of unabated immigration, the associated high rate of population growth, and an environment of finite resources exhibiting stresses from acute competing physical and social demands. Dade’s urbanizing area faces physical limits to horizontal expansion by national parks, wetlands, environmental preserves and unique agricultural land resources...” While the rate of population growth has declined since 1995, this characterization of the central issue is as relevant today as it was eight years ago when the last EAR was prepared. The 1995 Land Use Element EAR also cited as a major issue the need to extend the time horizons of the CDMP to provide ample periods for planning land development and coordinated provision of public facilities and services. Coupled with this discussion on planning horizons was the need to consider residential development capacity and the desire to maintain some surplus in the Land Use Plan’s near-term development capacity. The Department of Planning and Zoning believes that as in 1995, the CDMP planning horizon and development capacity is still a major issue to be addressed in the 2003 EAR.

Currently, the year 2005 is the CDMP near-term horizon for the Urban Development Boundary (UDB) and land use patterns and densities expressed on the Land Use Plan (LUP) map, as well as for near-term facility planning. The year 2015 is long-term planning period that is used primarily for planning facilities with long-term consequences such as roads and wastewater treatment and disposal facilities. This long-term planning horizon also corresponds to long-range urban expansion and thus relates to the Urban Expansion Area (UEA). Associated with the issue of planning timeframes is the requirement to provide for some surplus in the Land Use Plan’s near-term capacity. Current CDMP policy calls for the UDB to contain a ten year supply of developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent EAR plus a 5-year surplus (a total of 15-year countywide supply beyond the EAR adoption date). This land supply and demand analysis will be prepared for this EAR as in 1995 for residential, commercial and industrial land. However, two major planning studies are underway in Miami-Dade County which may have a significant impact on the both the selection of planning timeframes and the UDB capacity analysis: the Agriculture and Rural Area Study and the South Miami-Dade Watershed Plan.

The purpose of the Agriculture study is to analyze the long-term economic outlook of the agriculture industry and the development of recommendations to enhance the industry’s economic viability. The study will also include recommendations on utilization of any surplus agricultural land for well-planned, compatible community development. The study will evaluate at least three development scenarios and will have two planning timeframes, 2025 and 2050. The study recommendations should be finalized by July 2003. After they are finalized, these recommendations will be presented to the Board of County Commissioners for their consideration. CDMP amendment proposals could result from these recommendations. To the maximum extent feasible, these amendments could be filed during the October 2003-04 CDMP amendment cycle.

The South Miami-Dade Watershed Plan is multi-year, multi-million dollar effort requiring the collaborative preparation of the plan between the County, South Florida Regional Planning Council, and the South Florida Water Management District, with the Planning Council responsible for the overall management of the planning process, including the consultant selection and public involvement activities. The Watershed Plan is derived from the need to protect Biscayne Bay from impacts caused by competing demands, altered timing and volumes of freshwater flow, nonpoint source pollution from urban and agricultural land uses, and impeding population growth and land development. The data, analyses, and recommendations of the Agriculture and Rural Area Study will be a key component of the Watershed Plan. The South Miami-Dade Watershed serves two national parks, as well as urban and agricultural areas of Miami-Dade County. The plan covers an area of approximately 400 square miles located south of Tamiami Trail and east of the Krome Avenue/U.S. 1 corridor. The plan will have a short-term component through the year 2015 and a long-term component extending through the year 2050. The plan is funded through a combination of state appropriations and county funds. An advisory committee has been established to help guide the development of the plan. The Watershed Plan should be completed by November 2005.

Recognizing the importance of these two ongoing studies and subsequent work, which would incorporate the recommendations into the CDMP, subsequent CDMP-amendments may be proposed. The 2003 EAR would result in recommended EAR-based plan amendments in compliance with statutory requirements and addressing the other agreed upon major issues, with additional follow up amendments in 2005 at the conclusion of the Watershed planning effort. Subsequent to the completion of the South Miami-Dade Watershed Plan and the Agriculture and Rural Area Study, land development capacity and interim planning time horizons will be reevaluated in accord with recommendations of those plans.

The review of the issue is presented in two parts. Part One is the Community-wide Assessment, which is a summary of data and analysis comparing current conditions of the Land Use Element with conditions at the time of the prior EAR adoption in October 1995. This summary includes such data and analysis required by Section 163.3191 (2) of the Florida Statutes (F. S) including population growth and changes in land area, extent of vacant and undevelopable land, location of existing development in relation to location of development as anticipated in the CDMP. Part One provides the analyses of population growth and the supply of residential, commercial and industrial lands that are key to addressing the major issue of CDMP time horizons and UDB capacity and expansion.

Part Two provides a discussion of the major issue and the related issues identified at the scoping meetings by municipalities and state and regional agencies. The related issues include retention of agricultural land, analysis of environmentally sensitive land and natural resources lost to development since 1995, linkage of land use and site planning with access management, and compatibility of the CDMP and UDB to the objectives of Comprehensive Everglades Restoration Plan and other environmental studies. The related issue of flood protection is being addressed in Chapter 2 in the analysis of achievement of objectives for the Conservation, Aquifer Recharge and Drainage Element.

A third purpose is to provide in Part One: Community-wide Assessment a summary of the data and analysis comparing current conditions of the Land Use Element with conditions at the time of the prior EAR adoption in October 1995. This summary includes such data and analysis required by Section 163.3191 (2) of the Florida Statutes (F. S.) including population growth and changes in land area, extent of vacant and undevelopable land, location of existing development in relation to location of development as anticipated in the CDMP. Part One provides the analyses of population growth and the supply of residential, commercial and industrial lands that are key to addressing the major issue of CDMP time horizons and UDB capacity and expansion.

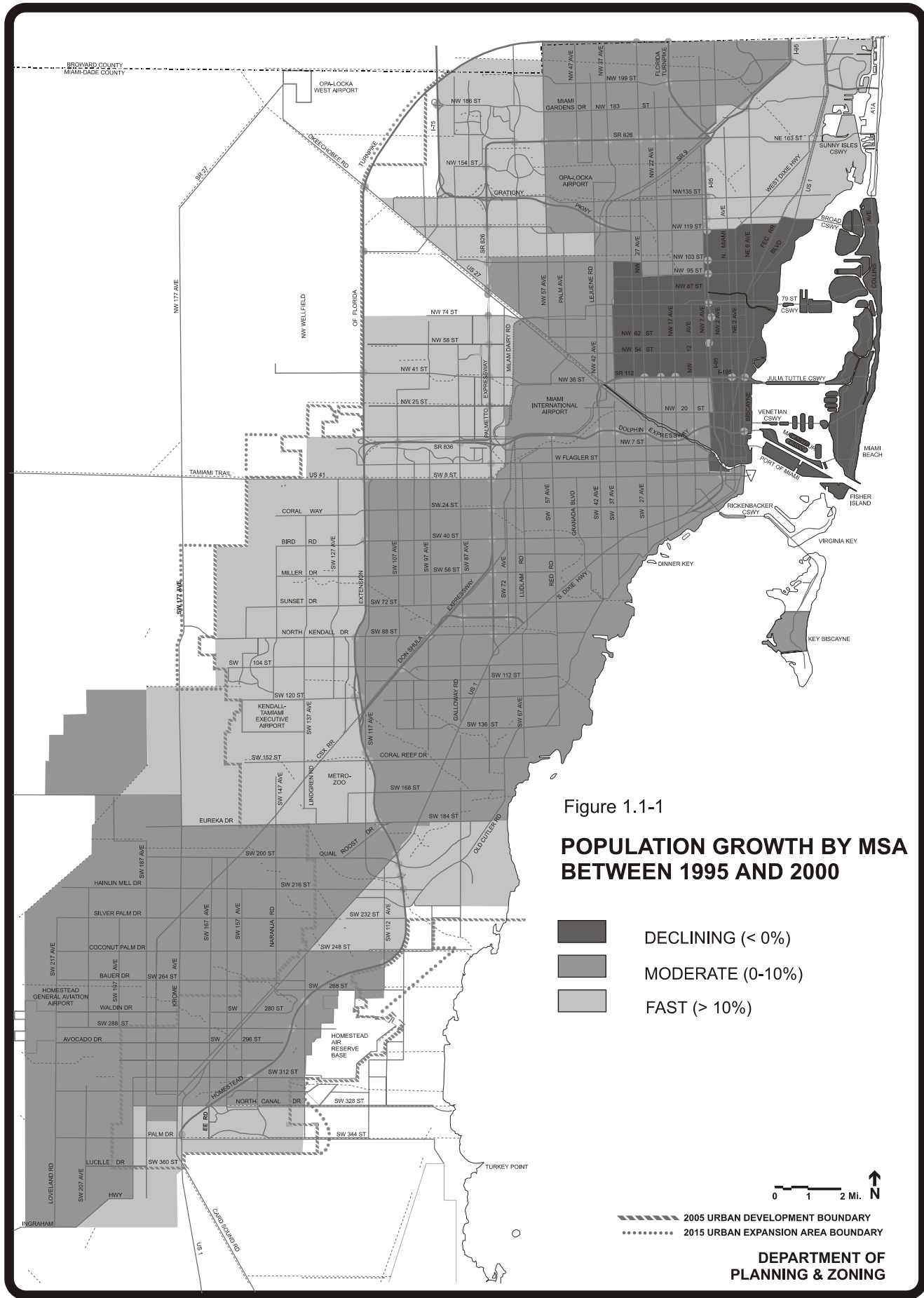
Part One: Community-wide Assessment

Population Growth and Changes in Land Area

This section addresses the requirements of S. 163.3191(2)(a), F.S. Miami-Dade County has undergone population growth since 1995. The population has grown from 2,056,588 in 1995 to an estimated 2,342,739 in 2003. The 1995 Evaluation and Appraisal Report had projected a population of 2,434,349 for the year 2003. Thus, the actual growth is slightly lower than the projection in the 1995 report. The annual percentage rate of growth in the 1995 to 2002 period was 1.57%.

Figure 1.1-1 shows the distribution of population change in the County during the period between 1995 and 2000 by Minor Statistical Area (MSA). This Figure identifies areas with declining population, moderate growth (0-10%) and fast growth (>10%). The population trends between 1995 and 2000 in the County varied substantially by geographic area with the northern and eastern portions of the urban core declining; modest growth occurring in the remainder of the core, agricultural areas south of SW 184 Street, and in older suburban areas; and rapid growth occurring in many of the outer western and southern suburban areas and in the area in the northeast bounded on the west by I-95, on the north by Broward County, on the east by the Atlantic Ocean and on the south by NW/NE 119 Street, West Dixie Highway and NE 125 Street. This northeastern area was the only portion of the designated Urban Infill Area that had fast growth. During this period, MSA 4.2 (the area bounded by the Airport Expressway on the south, NW 36 Street on the west, NW 103 and 95 Streets on the north and NW 27 Avenue, Little River Canal and I-95 on the east) with a population loss of 3.2% had the greatest decline of any MSA in the County. MSA 6.2 (the area bounded by SW 184 and 168 Streets on the south, Levee 31N and Krome Avenue on the west, SW 88 Street on the north and the Homestead Extension of the Florida Turnpike on the east) with a population increase of 30.1 percent had the highest growth.

The total land area for the entire county is approximately 1,257,699 acres or 1965 square miles. This total includes inland waters such as rivers, canals, lakes and levees but does not involve coastal waters such as bays, sounds and the Atlantic Ocean. The land area where urban growth is being directed, the area inside the UDB, totals 267, 162.03 acres or 417.4 square miles. Since 1995, a total of 571.45 acres has been added to the area inside the UDB. The land area in the UEA totals 9,470.68 acres or 14.8 square miles. The UEA is comprised of that area located between the 2005 UDB and the 2015 UEA Boundary where projections indicate that further urban development beyond the 2005 UDB is likely to be warranted some time between the year 2005 and 2015.



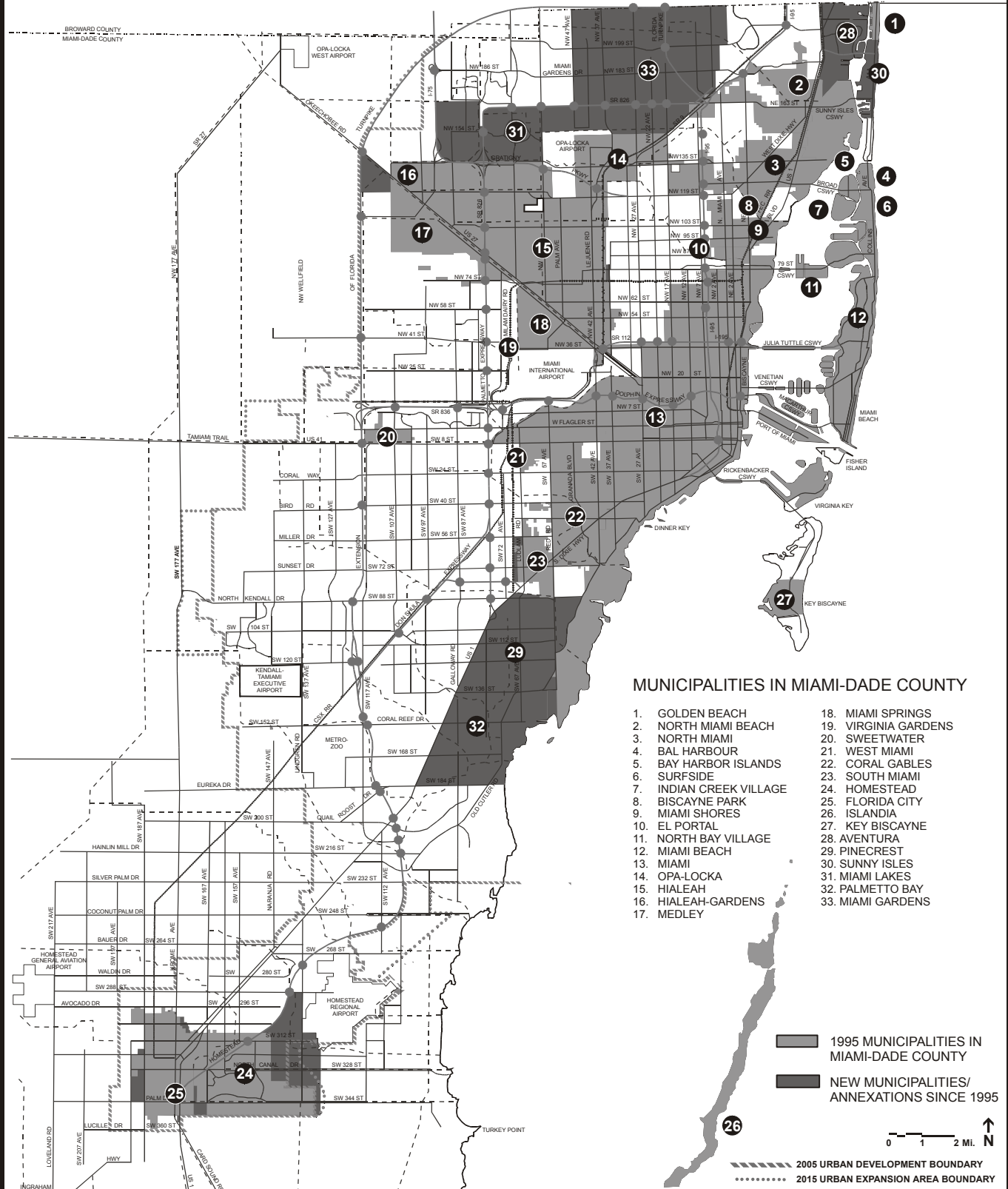


Figure 1.1-2

NEW MUNICIPALITIES AND ANNEXATIONS SINCE 1995

DEPARTMENT OF
PLANNING AND ZONING

2003EAD-01

The County has sole responsibility for land use planning in the unincorporated area. The total unincorporated area in the County has been reduced since the last Evaluation and Appraisal Report was adopted in 1995 due to a substantial expansion of incorporated land. The portion of land that is incorporated has expanded from 87,731 acres or 137 square miles in 1995 to 121,457 acres or 190 square miles in June 2003, an increase of approximately 38.4 percent. Figure 1.1-2 identifies the areas of the County that have been incorporated since 1995. Except for a small area in the northeastern portion of the City of Homestead, all this expansion of incorporated area has occurred inside the UDB.

The unincorporated area has lost land through both annexation efforts of existing municipalities and the incorporation of new municipalities. Between 1995 and February 2003, the municipalities of Homestead, Coral Gables, Florida City and Medley had added a total of 4,196 acres or 6.6 square miles through annexation. During the 1995-2003 period, the communities of Aventura, Pinecrest, Sunny Isles Beach, Miami Lakes, Palmetto Bay and Miami Gardens were incorporated and added a total of 29,529.82 acres or 46.1 square miles to the land area located in municipalities.

Additional unincorporated land is expected to become incorporated in the near future. Voters have approved the establishment of the new municipality, Doral, with a total area of 9,806 acres or 15.3 square miles. This community will become incorporated when the voters consider approval of the charter, which is expected to occur in the summer of 2003. In addition, the Board of County Commissioners and the Planning Advisory Board are reviewing in 2003 annexation proposals for North Miami, South Miami, Hialeah and Hialeah Gardens.

Land Use Changes between 1994 and 2001

A comparison of the land uses in Miami-Dade County between 1994 and 2001, shown in Table 1.1-1, reaffirms the basic growth trends established in southern Florida for decades. For example, the consumption of 5,038 acres over this time interval for new residential construction, predominately single family and suburban, is typical. With large numbers of additional residents entering the County, office, business and industrial uses also display significant concomitant increases, 439 acres, 3,261 acres and 2,194 acres respectively. The large increase in business is due to the construction of various size shopping centers and strip commercial areas to serve the burgeoning population. Much of the industrial growth is attributable to lime rock mining, but also additional warehousing operations. The loss of hotel/motel acreage is a long-standing trend, as the number of rooms declined due to conversion of properties into residential condominiums. Last year (2002) however, saw a modest increase in hotel rooms that more than offset a continuing decline in motel rooms. Increasing urbanization should continue to favor hotel construction over the more sprawling motel structure.

These new residents require additional school facilities (usually in proximity to new residential construction) and the 473 additional acres is the bulk of the growth in institutional land. The decline in acreage of university facilities after 1994 is not caused by an actual loss of institutions (which is static), but rather to a reinterpretation of uses on the grounds associated with the larger institutions. As a further consequence of suburban growth, both the acreage and extent of local

streets has expanded throughout the last decade (4,217 acres), but there have been no extensions to the expressway network, rather proliferating toll plazas, lane additions and interchange improvements. It should be noted that the extent of inland waters, primarily lakes, has considerably increased. This trend is explained by the fact that the end product of local limestone quarrying is a very large, deep lake.

As a result of concerted local, State and Federal action, the amount of parkland, recreational facilities, and nature preserves has increased significantly (15,119 acres). The predominant land use in the county, park and nature preserves, is attributable to the huge extent of Everglades National Park (fully 41 percent of the County's land area) and the water conservation impoundment area managed by SFWMD (16 percent). Moreover, the purchase of environmentally sensitive land continues in southern Miami-Dade at a brisk pace.

The supply of land is a fixed quantity, so the increases mentioned previously come mostly at the expense of vacant and agricultural uses. A large decline of agriculture use is apparent from the table, more than 10,000 acres. Policies favoring the retention of agriculture have at best slowed the decline, rather than established a balance. While groves and field crop acreages have declined, nurseries (more compatible with increasing urbanization) have increased by nearly a third over the time period. A large drop in the Other category is primarily accounted for by declines in pasture land and fallow acreage plus several minor agricultural activities.

Land Use and Capacity Designation Methods

For the past decade, land usages and estimates of remaining development capacity on vacant land in Miami-Dade have been mapped with geographic information systems (GIS) technologies. This computer-intensive process has evolved towards increasing sophistication over this period. Initially, U.S. Geological Survey quadrangles served as base maps for computer aided design program drawings displaying existing land uses on personal computers. A subsequent improvement to the process was the transition to digitized parcel base maps and use of mainframe GIS technology for file management. At present, staff members utilize the ArcGIS 8.3 program on workstations for all phases of mapping, data storage, and reporting.

As Miami-Dade's land use/capacity has been digitally mapped for a decade, the typical land use process starts as an update of an existing land use map (one square mile in area) produced the previous year. The major source of information is current digital aerial photography, computer displayed, and overlaid with the land use section under review. A visual examination discloses new construction, changes to existing structures or new ground features. New parcels or ground features can either be digitized into the map at this point or obtained online from other County agencies that maintain information layers. Staff members then consult a digitized zoning layer as well as real property records for the purpose of designating a land use code for any new features. An important check in this assignment is the initial determination of land use by the Property Appraiser's field staff. When the entire section has been reviewed, feature changes and data entries are then saved as an integral part of the map file. However if vacant land is present in the section, further processing must occur.

Table 1.1-1
Land Use Acreage
Miami-Dade County, Florida, 1994 and 2001

Existing Land Uses	1994 Net Acres	2001 Net Acres
Residential	94,314	99,355
Single Family	81,879	86,210
Multi Family	12,435	13,145
Commercial	11,999	13,051
Office	2,209	2,648
Business	9,790	13,051
Hotel/Motel	755	737
Industrial	15,018	17,213
Non-Extraction	9,887	11,381
Extraction	5,131	5,832
Institutional	13,576	12,951
Schools	3,677	4,150
Universities	1,971	1,841
Cultural	182	197
Hospitals	1,077	1,198
Government	1,140	1,367
Other	5,529	4,199
Transportation, Communications, and Utilities	81,846	86,063
Streets & Expressways	54,229	57,616
Other	27,617	28,447
Parks & Recreation	772,776	787,895
Local Parks	4,117	4,685
Metro Parks	6,430	6,315
Everglades National Park, Water Conservation Areas, & Nature Preserves	745,792	760,440
Other	16,436	16,456
Agriculture	90,388	80,350
Groves	17,289	15,911
Row & Field Cropland	50,929	44,947
Nurseries	8,917	11,540
Other	13,253	7,951
Undeveloped	154,518	135,424
Vacant, Unprotected	74,367	53,355
Vacant, Protected	80,151	82,068
Inland Water	22,504	24,662
Totals:	1,257,695	1,257,699

Source: Miami-Dade Planning & Zoning Department, 2003.

Note: The totals from 1994 and 2001 do not match due to different approaches used in calculating acreages.

The determination of capacity on vacant parcels requires substantially more analysis than land use assignment. Capacity, it should be noted, is calculated only for vacant parcels within the current limits of the UDB and, in a more generalized form, for the UEAs. For vacant parcels located within already developed areas, the existing zoning, the CDMP, and municipal plans are the guides for defining the character of future construction, but in more open areas, certain zoning categories are not always determinant. In such cases approved site plans and the character

of new construction in adjacent areas will also be considered. Anticipated future residential construction, at build out, is measured in terms of single-family units (estate homes, detached units, duplex and townhouses) and multi-family units. Additionally, future industrial, commercial, and office uses have been determined and the acreages of these types are implicit in the map itself. Capacity data, therefore, is available for every currently vacant parcel. In fact, both land use and capacity data (on vacant parcels) can be provided over a broad range of geographic units as well as summarized for the County as a whole via a dedicated statistical program application.

In the near future, a further evolution of land use and capacity mapping will occur. A special application referred to by the acronym LUMA (Land Use Maintenance Application) is being developed for the Department of Planning and Zoning. Based on our successful ArcGIS procedures and processing, this application will enhance overall efficiency, but in particular, vastly improve data access and retrieval.

Extent of Vacant and Undevelopable Land

This section addresses the requirements of S. 163.3191(2)(b), F.S. The 2001 land use file identifies four categories of vacant land, which are government owned, privately owned and protected, unprotected and under development. Government owned vacant land is largely land purchased by the County, state or South Florida Water Management District (SFWMD) for environmental reasons. Privately owned and protected vacant land is property that is being considered for acquisition by a governmental agency for environmental protection. Other land that is classified as undevelopable includes property in water conservation areas, environmentally protected County parks, Everglades and Biscayne National Parks and the Big Cypress National Preserve. Unprotected vacant land may be available for agriculture, mining, or development. Figure 1.1-3 shows the location of the various types of vacant land and the other property that is undevelopable.

The vacant land for the entire County in 2001 included a total of 135,423.78 acres or 211.6 square miles, which was a decrease of 19,126 acres or 29.9 square miles from the 1994 total. Of this total only 31.9 percent (43,200 acres) was classified in the 2001 file as unprotected privately owned land. Most of the vacant land is located outside of the UDB and is not generally accessible to urban services such as sewer, potable water, recreation and transportation. Traffic Circulation Policy 4C and Water and Sewer Policy 1A of the adopted CDMP give the highest priority to the provision of infrastructure to the area within the UDB and second priority to areas designated as an UEA on the CDMP Land Use Plan (LUP) map. Within the UDB, the 2001 land use file identified a total of 21,926.41 acres or 34.3 square miles of vacant land with 17,141.44 acres or 78.18 percent classified as being unprotected privately owned land.

According to the 2001 existing land use file, the total amount of vacant land in the five UEAs is 2,914.66 acres or 4.6 square miles. Approximately 79 percent of the total vacant land area or 2,301.63 acres is classified as being unprotected privately owned land. The acreage in unprotected private vacant lands is primarily located in either the UEA area bounded by theoretical 138 Avenue, SW 8 Street, theoretical 157 Avenue and theoretical NW 25 Street or the UEA area bounded by the UDB, theoretical SW 112 Street, Krome Avenue and theoretical SW

40 Street. The land identified in the 2001 existing land use map as unprotected vacant land that is west of theoretical 147 Avenue in the UEA Area bordering the north side of SW 8 Street has now been acquired for the development of an impoundment area to reduce flooding in urban areas. Thus, this land will not be available for development and should be deleted on the LUP map from the area designated as UEA.

Location of Existing Development in Relation to Location of Development as Anticipated in the CDMP

This section addresses the requirements of S. 163.3191(2)(d), F.S. Figure 1.1-4 shows that the urban land uses in 2001 have generally been limited to the area within the UDB. The development activities outside of the UDB are characterized by agriculture, surface mining activities, recreational facilities, single-family dwellings on large properties, housing for farm workers, scattered industrial activities in agricultural areas, limited institutional and commercial development generally serving rural residents (except for the resort and convention center owned by the Miccosukee Indian Tribe) and utility, institutional and transportation facilities that are more suitable to locations outside of populated areas such as a nuclear power plant, transmission lines, landfills, sewage treatment plant, prisons and aviation facilities. In addition, public facilities requiring protection from urban development such as the Northwest Wellfield, the County's largest wellfield, are located outside the UDB.

The development activities occurring outside the UDB are generally consistent with the CDMP. The future land use designations outside the UDB on the LUP map include Agriculture, Open Land, Environmental Protection, Environmentally Protected Parks, Parks and Recreation, Institutional and Public Facility, Transportation Terminals, and Business and Office. The activities occurring outside the UDB are generally compatible with these designations. According to the CDMP chapter entitled "Interpretation of The Land Use Plan Map: Policy of the Land Use Element, " both the Agriculture and Open Land designations are broad categories that may permit variety of uses. For example, the Agriculture designation permits along with farms such uses as packinghouses, farm residences, and uses that support the rural residential community such as houses of worship.

A noticeable difference between the 2001 Existing Land Use map and the CDMP in the area outside the UDB is the place designated as the East Everglades Residential Area (otherwise known as the 81/2 square mile area) which is bounded on the north, west and southwest by Environmental Protection Subarea B (Everglades National Park Expansion Area), on the east by Levee 31N, and on the south by SW 168 Street. Uses which may be approved in this area are compatible and necessary utility facilities, seasonal agriculture and rural residences at a density of 1 dwelling unit per 40 acres, or 1 dwelling unit per 20 acres if ancillary to an established agricultural operation, or 1 dwelling unit per 5 acres if protected from a one-in-ten-year flood event by drainage facilities. Any use that could compromise groundwater quality cannot occur in this area. All development built since January 14, 1981 in the East Everglades Residential Area must comply with these regulations. However, several substandard parcels (2 to 10 acres in size) have dwellings built since 1981 on them. Available information from the 1994 and 2001 land use files has not shown any significant change in the number of housing units in this area since 1994.

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LEGEND

-  Vacant Unprotected
-  Inland and Coastal water
-  All Other Land Use
-  Water Conservation Area
-  Parks, Everglades National Park
Biscayne National Park
-  Vacant, Government Owned
-  Vacant, Protected, Privately Owned
-  2005 Urban Development Boundary
-  2015 Urban Expansion Area

2001 Vacant Unprotected Land and Undevelopable Areas MIAMI-DADE COUNTY, FLORIDA



ENTIRE COUNTY MAP

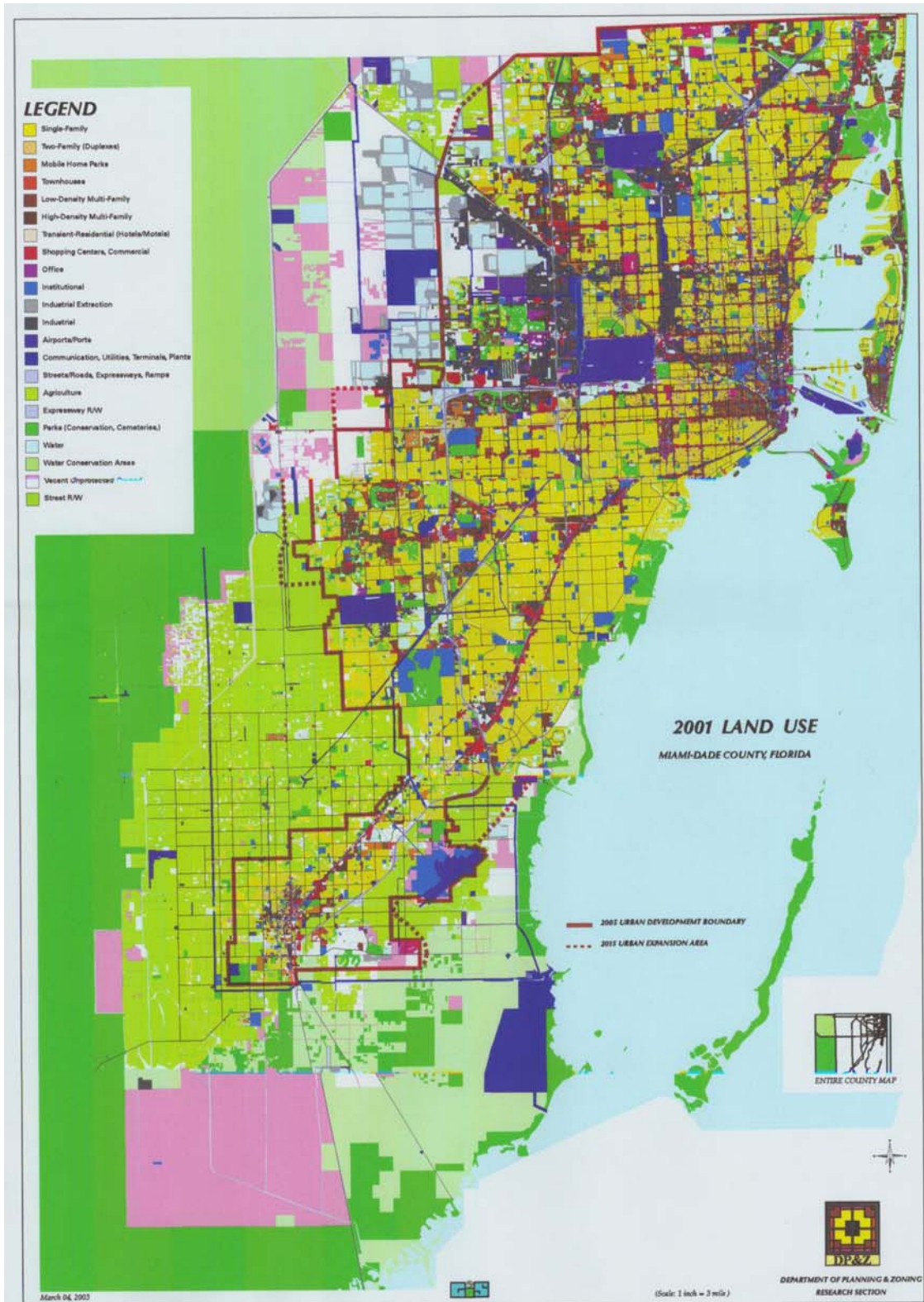


DEPARTMENT OF PLANNING & ZONING
RESEARCH SECTION

March 29, 2003

(Scale: 1 inch = 1 mile)

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Saving Two Pages because it is a colored map

Another difference is that major electrical power transmission line corridors and substations are not designated as “Institutional and Public Facility” on the LUP map. Transmission lines of Florida Power & Light Company extending from the Turkey Point and Cutler power plants in South Miami-Dade County and from the Midway facility in St. Lucie County occupy a total of 3,828 acres or approximately six square miles in Miami Dade County, including 2,266.88 acres or 3.5 square miles outside the UDB that is designated on the LUP map as Agriculture, Open Land, Environmental Protection (Subareas A, B, E and F) and Environmentally Protected Parks. In the interpretative text, utility facilities are permitted in the Open Land category and Environmental Protection Subareas E and F. The text does not specifically address utility uses in the Agriculture category but will permit other uses if certain conditions are met which are as follows: “...if deemed to be a public necessity, or if deemed to be in the public interest and the applicant demonstrates that no suitable site for the use exists outside the Agriculture area.” The interpretative text for Environmentally Protected Parks (included in the Parks and Recreation Section) and Environmental Protection Subareas A and B does not include utilities as a permitted use. The interpretative text for most urban land use plan categories, excluding the Institutional and Public Facility category, addresses neighborhood or community oriented utilities but does not include major facilities serving the metropolitan area such as a transmission line. Small-scale electrical substations and transmission facilities are permitted by the text in Residential Communities. The major corridors for electrical power transmission line and substations should be identified with an Institutional and Public Facility designation on the LUP map or the text for various land use plan map categories needs to be revised to accommodate these uses.

Inside the UDB, urban development as of 2001 has not been extended to the boundary in most areas. The land area adjacent to the UDB is usually characterized as either agricultural or vacant land. However, the 2001 land use file does identify locations where urban development has been extended to the UDB including the area south of the Kendall-Tamiami Executive Airport, isolated spots in South Miami-Dade County, areas along the Homestead Extension of the Florida Turnpike in the Doral Area between NW 25 and 58 Streets and the area along the Homestead Extension of the Florida Turnpike between the Broward County line and I-75. Major developments or facilities located inside the UDB and on or very near the UDB include the Dolphin Mall, Kendall-Tamiami Executive Airport, Homestead Miami Speedway and Homestead Air Reserve Base. A comparison of the 1994 and 2001 existing land use patterns (See Figures 1.1-4 and 1.1-5) shows that most of the urban development near the UDB has occurred since 1994, including the Dolphin Mall and the Homestead Miami Speedway. Thus, growth is moving toward the UDB but has not reached it in most areas.

Within the UDB, the pattern of existing land uses is generally in accord with the LUP map. The existing development patterns as shown in the 2001 Existing Land Use map essentially reflect the general land use patterns that are shown on the LUP map. However, the LUP map does not specifically show every use that is identified on the 2001 Existing Land Use map.

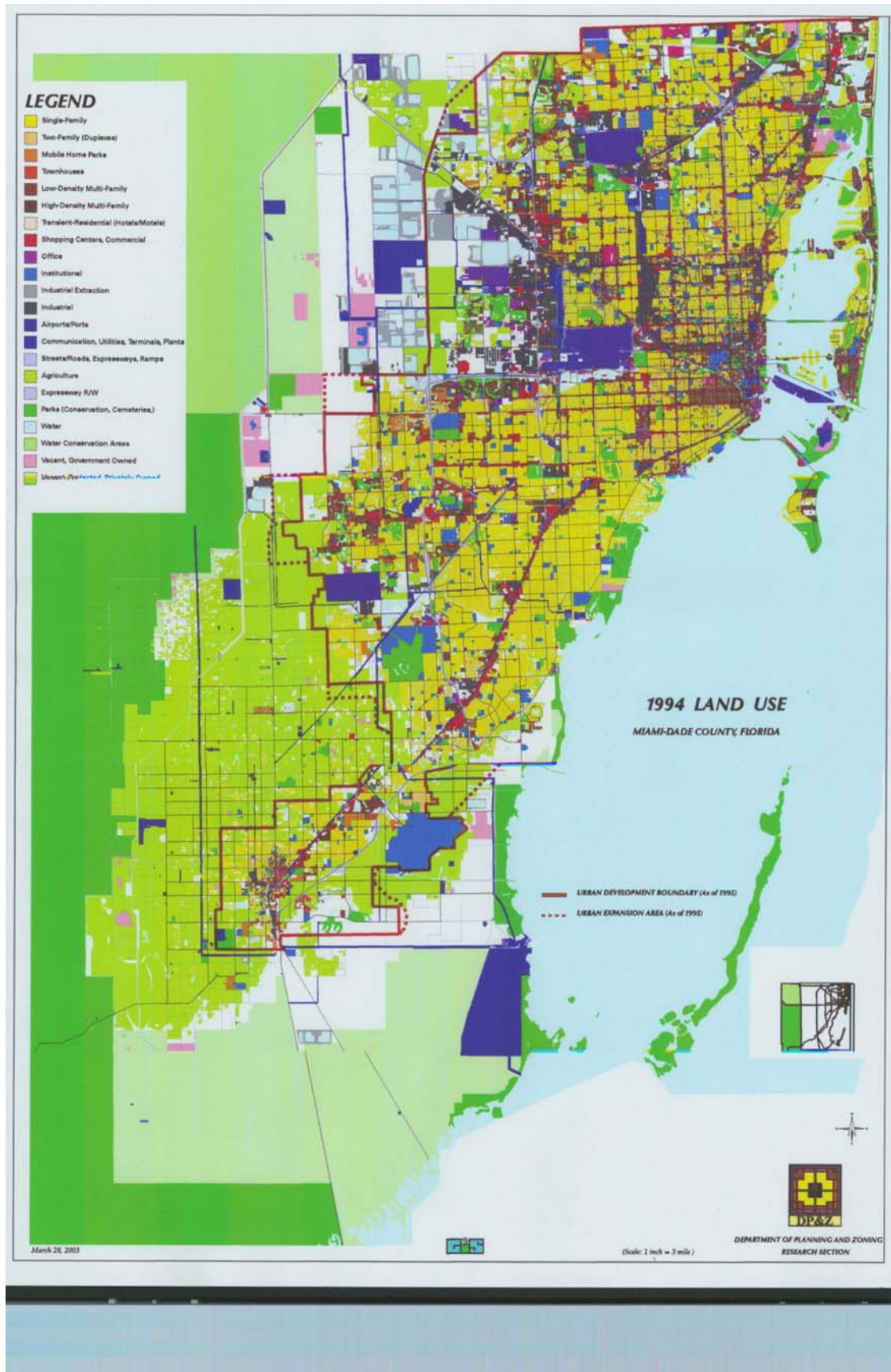
The Land Use Element establishes and articulates broad policy in keeping with the traditional role of the comprehensive plan for a metropolitan area as a framework for, or schematic plan of, areawide future development. Section 2-114(c)(4) of the Miami-Dade County Code states the following on the intent of the CDMP: “The Comprehensive Development Master Plan is intended to set general guidelines and principles concerning its purposes and contents. The

Comprehensive Development Master Plan is not a substitute for land development regulations as defined by Section 163.3164(22), Florida Statutes.” The LUP map depicts a general land use plan for long-range development that identifies locations in Miami-Dade County where various land uses and intensities of use may be permitted to occur. The plan shows the location, character and extent of the major physical elements of the metropolitan area and provides guidance for private development decisions and public facility expenditures over the long-term.

In keeping with this approach, many existing uses and zoning classifications are not specifically depicted on the LUP map. Within each plan map category numerous land uses, zoning classifications and housing types may occur. In general, a property must be greater than 5 acres to be depicted on the LUP map. The Interpretative Text must be consulted in its entirety in interpreting any plan map category. The text provides the necessary definitions and standards for allowable land uses, densities and intensities of use for each map category and for the interpretation and application of the plan as a whole.

Each future land use category of the LUP map generally includes a range of permitted uses. For example, the future land use categories of Estate Density, Low Density, Low-Medium Density, Medium Density, Medium-High Density and High Density Residential Communities allow a range of residential densities and neighborhood and community services as schools, parks, houses of worship, day care centers, group housing facilities, and utility facilities. Under certain conditions included in the interpretative text, these residential land use categories may also permit such uses as hotel and motels, neighborhood business nodes, marina facilities, hospitals, offices and cemeteries. In addition, a text provision generally applies to properties with five or less acres that are not specifically depicted on the LUP map. Under this provision, existing lawful uses and zoning districts are deemed to be consistent with the LUP map unless a planning study finds the use to be inconsistent based on criteria listed in the Land Use Element. The 2001 Existing Land Use map identifies a number of neighborhood facilities such as local parks, schools and houses of worship that are not specifically depicted on the LUP map but are located in areas identified as Residential Communities. Thus, they are consistent with the LUP map.

When comparing the 2001 Existing Land Use map (Figure 1.1-4) to the LUP map, several areas seem to have existing residential densities that exceed the land use designation on the LUP map. For the most part, these areas are consistent with the CDMP due to density averaging provisions in the interpretative text. For example, the 2001 existing land use map depicts a low-density multi-family housing area (up to 25 units per acre) in the middle of the largely single-family housing development of Lakes of the Meadow, the area bounded by SW 42 Street (Bird Road), SW 147 Avenue, SW 56 Street (Miller Drive) and SW 157 Avenue in the West Kendall area. Except for a commercial node, the entire Lakes of the Meadow community is designated as Low Density Residential Community (2.5 to 6.0 dwelling units per gross acre) on the adopted LUP map. The 2001 Existing Land Use map shows that this community also contains a park, institutional use (Jane Roberts Elementary School) and two inland water bodies. The interpretative text permits the land that is provided by a developer for parks, schools, roads and wholly-owned water bodies in a development to be utilized in the calculation of density for the overall development. In addition, the text also allows densities to vary in a development as long as the overall density is consistent with the land use plan map category.



Saving Two Pages because it is a colored map

Figure 1.1-5

When comparing the 2001 Existing Land Use map to the LUP map, several differences are noticeable inside the UDB that are exceptions to the general consistency between the maps. These differences with the adopted LUP map for Miami-Dade County includes areas entirely developed with detached single-family dwellings that are designated for Low-Medium Density Residential Community (dwelling types range from detached single family to low-rise apartments), linear strips designated for Business and Office but are primarily being developed for other uses, residential and commercial developments in areas designated as Industrial and Office, a commercial use (Miami Seaquarium) in an area designated as Parks and Recreation on the unincorporated portion of Virginia Key, two large nursing complexes covering over 90 acres of land at SW 87 Avenue and Old Cutler Road with a Low Density Residential Community (2.5 to 6.0 units per gross acre) designation, several large parks without a Parks and Recreation designation and more intense development in municipalities than anticipated.

Probably the most frequent type of difference is the existence of more intense uses occurring in municipalities than shown on the LUP map. While the primary function of the LUP map is to guide development decisions in unincorporated areas, it also functions as a land use guide for the entire metropolitan area. The Legislative Intent of the CDMP states that growth management components such as the UDB, UEA, Urban Centers, the population estimates and distributions mapped, and the policies on provision of public facilities should serve as standards for municipalities. The Intergovernmental Element of the CDMP addresses the coordination between the County and municipalities for purposes of growth management. Additional policy with regard to municipalities is stated in the Land Use Element section on density averaging which is the following: "The land use and residential density patterns indicated for municipalities represent the development basis that Miami-Dade County will use to plan and program public facilities and services that are its responsibility. The patterns of land use and densities indicated along municipal boundaries also seek to minimize conflicts between different jurisdictions. Because municipal planning agencies possess greater familiarity and the authority to plan land use of their jurisdiction, adopted municipal comprehensive plans may average densities among different density categories indicated on the LUP map, within unit areas bounded by Major and Minor Roadways indicated on the Land Use Plan map. However, the total potential number of dwelling units and acreage of other land uses should not be changed from the total indicated by the County plan for the unit area bounded by these roadways. Moreover, maintenance of compatible uses and housing types at local government jurisdictional boundaries is particularly important." The LUP map does not reflect the changes in municipal land use plans that have been adopted since 1995 or the land use plans for newly incorporated municipalities. Municipal differences in land use designations with the LUP map will be reviewed for possible inclusion on the CDMP map.

The application review process for CDMP amendments during the 1995-2003 period has addressed the changing land use needs in unincorporated areas. For each amendment cycle involving proposed changes to land use designations, the Department of Planning and Zoning reviews on both a Countywide basis and a study area basis the supply and demand for residential, commercial and industrial uses.

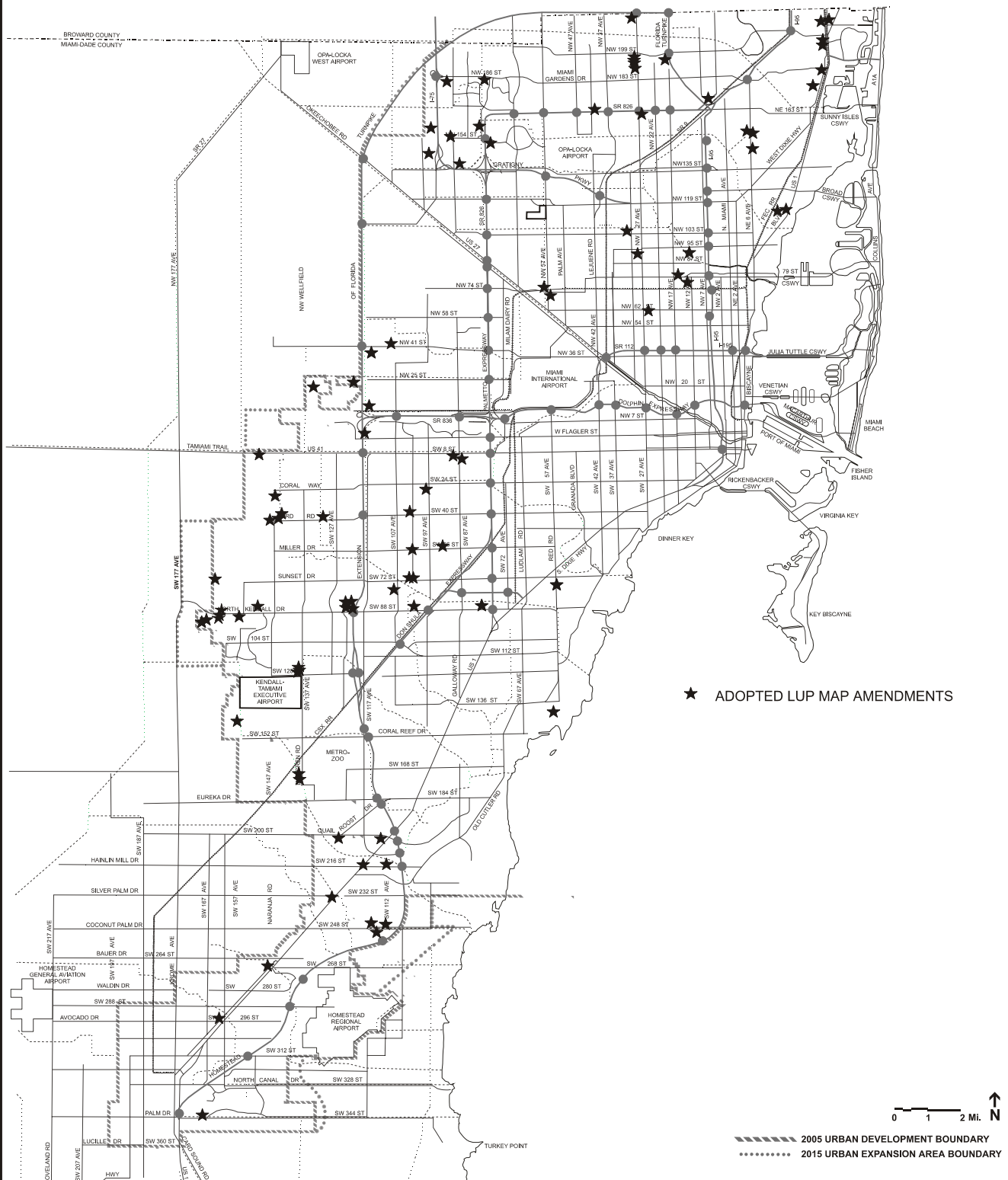


Figure 1.1-6
**ADOPTED LUP MAP AMENDMENTS SINCE 1995
 (EXCLUDING THE 1995 E.A.R. BASED AMENDMENT)**

DEPARTMENT OF
 PLANNING AND ZONING

The process for amending the LUP map has resulted during this period in many amendments in suburban areas but has not resulted, as of 2001, in extensive new development. As shown in Figure 1.1-6, most of the 91 non-EAR based amendments to the LUP map since 1995 have occurred in the suburban areas within the UDB. Appendix 1.1-A provides general information on the LUP map amendments adopted since 1995. Some LUP map amendments since 1995 represent areas that have been developed such as the Dolphin Mall (Beacon Tradeport DRI application). However, development as anticipated by CDMP amendments has occurred only on approximately 12 percent of the sites that have been redesignated since 1997.

The County generally has been successful in maintaining the UDB. The only adopted amendments to expand the UDB, since the Cropseyville application was adopted in 1994 were two amendments for industrial and office developments, the Beacon Lakes DRI and Shoppypool amendment applications, adopted in 2002.

The County in the application review process has not specifically addressed the issue of adequate sites for affordable housing. Non-profit organizations are a major supplier of affordable housing units in Miami-Dade County. The cost of land is a deterrent for non-profit organizations to build dwelling units in the County. The County is considering setting up a land trust to buy land for affordable housing (For additional information see the major issue Growth Impacts and Affordable Housing).

Intensity of Development

Intensity is the degree to which a property is used. Residential intensities are typically measured as the number of dwelling units per acre. Non-residential intensities are generally measured as floor area ratios (FARs), which for a particular property is the square footage of the buildings (not counting parking structures) divided by the net land area of the parcel. However, there are other measures for non-residential development including number of employees per acre.

Within Miami-Dade County there is great variation in existing and proposed intensities of development, both in residential and non-residential developments. These variations are the result of numerous factors including historic growth patterns, municipal comprehensive plans, varying zoning codes, and local community preferences. Some areas of the County contain concentrations of lower estate densities because of lack of sewerage or other infrastructure when the areas were developed.

Land economics has created pressure for higher intensities within the Miami Central Business District (CBD), Brickell neighborhood, downtown Coral Gables, and along the beaches and bayfronts. Transportation improvements and multi-modal transit centers have also created opportunities for increased concentrations of development throughout the county. Multi-story private developments have been constructed in the vicinity of the Overtown, Brickell, Douglas Road, South Miami, Dadeland North and Dadeland South Metrorail Stations. An area of intense institutional use with multi-story structures is the Civic Center area in the City of Miami, which contains the University of Miami Medical School, Medical Center Campus of Miami-Dade Community College, hospitals (Jackson Memorial, Veterans, Cedars Medical Center and Bascom Palmer Eye Institute), medical research facilities, criminal court facilities and office buildings.

Examination of land use density for single family and multi-family units does reveal patterns of development within Miami-Dade County. Residential densities for single-family dwellings are generally higher in the older cities. Single-family housing, ranging from detached estates to attached townhouses, ranges from one unit per five acres to over 22 dwellings per acre. The areas of estates (.02 to 2.5 du/ac) are concentrated in the Redland area of south Miami-Dade and in a suburban area of East Kendall and Pinecrest generally bounded by SW 72 and SW 184 Streets, SW 87 Avenue and Biscayne Bay. West of the turnpike in west Dade, densities generally range from 4.6 to 6 du/ac, while the older cities of Miami and Hialeah contain numerous areas between 6 and 13 du/ac. The highest single-family type housing densities are concentrated near the Miami CBD and on Miami Beach at 13 to 22 du/ac.

The 2001 existing land use records show that both low density multifamily (less than 25 du/acre) and high-density multi-family (more than 25 du/acre) developments are found in neighborhoods surrounding the Miami CBD, adjacent to urban centers, along major roadways such as N. Kendall Drive and Coral Way and adjacent or near amenity features such as beaches, golf courses and water bodies. However, high-density multi-family developments are generally more concentrated in coastal areas and areas near the Miami CBD. Cities with high-density multi-family developments include Miami, Miami Beach, Aventura, Bal Harbour, Sunny Isles Beach and Key Biscayne.

Existing commercial, office and industrial uses show great variation in intensity. The most intensely developed commercial area in the County is the Miami CBD (i.e., downtown Miami) where information in the real property file indicates that the FAR for an entire building including the parking garage can exceed 20 for office structures with 40 or more stories. Office structures with 13 to 28 stories (including parking garages) in the Brickell neighborhood immediately south of the Miami CBD have FARs that generally range from 3 to 11. The most intensely developed business area outside of the City of Miami is downtown Coral Gables where office structures with 6 to 16 stories (including parking garages) have FARs that range from approximately 2 to nearly 14.

The most intensely developed business area in the unincorporated Miami-Dade County is around the Dadeland South Metrorail Station. The Dadeland Center at this Metrorail station has a FAR of 8.9. Otherwise, the commercial, office and industrial areas in the unincorporated areas generally have an FAR of less than 1.0.

Currently, the CDMP and the zoning code control the intensity of development in the unincorporated area. The Interpretative Text on page I-20.2 specifically limits maximum intensity for individual non-residential properties in the Urban Infill Area (UIA), Urbanizing Area (the area between UIA and the UDB) and the area outside the UDB as stated in the table below.

Maximum Allowable Non-Residential Development Intensity	
Inside the UIA	2.0 FAR
Urbanizing Area, UIA to UDB	1.25 FAR
Outside UDB	0.5 FAR
[See Also Urban Centers]	

The adopted text also addresses the intensity of non-residential development at Regional, Metropolitan and Community Urban Centers in both unincorporated and incorporated areas. Specifically, the Interpretative Text on page I-40 states the following regarding the intensity of Urban Centers: “They should be developed at the highest intensities of development in the urbanized area. FARs in Regional Urban Centers designated on the LUP map should average not less than 4.0 in the core of the center and around mass transit stations, and should taper to an average of not less than 2.0 near the edge of the center. Average FARs for developments in Metropolitan Urban Centers designated on the LUP map should be not less than 3.0 at the core adjacent to transit station sites and should taper to not less than 0.75 at the edge. Community centers should average an FAR of not less than 1.5 at the core adjacent to transit station sites and should taper to an average of approximately 0.5 at the edge, but around rail rapid transit stations they should be developed at densities and intensities no lower than those provided in Policy 7F. Height of buildings at the edge of Metropolitan Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.”

Land Use Policy 7F provides the following guidelines for the intensity of development around rail rapid transit stations as stated below:

“7F. Residential development around rail rapid transit stations should have a density of at least 15 dwelling units per acre (15 du/ac) within ¼ mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and at least 10 du/ac between ¼ and ½ mile walking distance from the station. Business and office development intensities around rail stations should produce at least 75 employees per acre within ¼ mile walking distance from the station, 100 employees per acre within 700 feet, and at least 50 employees per acre between ¼ and ½ mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy 7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy. All County, municipal and other service providers should revise their plans and capital programs at the next opportunity, as necessary, to accommodate these densities and intensities by the year 2005 around existing rail transit stations; by 2010 around planned East-West line stations between the Palmetto Expressway and downtown Miami; and in all other planned rapid transit corridors by 2015.”

When comparing the table for maximum intensity to the text for Urban Centers, an inconsistency is apparent. The maximum intensity for non-residential uses permitted in the Urban Infill Area (2.0 FAR) or Urbanizing Area (1.25 FAR) are higher than the maximum intensity permitted on the edge of the Metropolitan Urban Center (0.75 FAR) or the edge of the Community Urban Center (0.50 FAR). Urban Centers are located either in the Urban Infill Area or the Urbanizing Area, the area between the Urban Development Boundary and the Urban Infill Area. Using both sets of standards it is conceivable that a more intense development could be built outside the edge of the Urban Center than at the edge. The text or table regarding intensity of development needs to be revised to insure that the more intense developments occur in the Urban Center.

One of the objectives of zoning is to control the intensity of development in order to maintain a community's character. The current zoning code for Miami-Dade does regulate both the density and intensity of development. Single-family type housing units range from estates on 5 acres, and single family detached units, to townhouses. Some of the townhouses have been constructed on RU-3M zoned parcels, giving densities up to 12.9 units per net acre. Multi-family units range from Minimum Apartment (RU-3M) at 12.9 units per acre to (RU-4) Apartments at 50 dwelling units per acre. Some of these residential densities can be slightly increased through the purchase of Severable Use Rights (SURs) obtained from properties in the East Everglades.

The Zoning Code uses FARs to control development in business and office areas. The Zoning Code does not include parking structures in determining the Floor Area Ratio. The range of intensities for offices varies considerably depending on the building height and zoning classification. For example in the Office Park District (OPD), the FAR is 0.3 for a 1-story building and 0.08 FAR for each additional floor.

The business zoning districts (BU-1 through BU-3) allow a variety of commercial uses including shopping centers and office buildings. While shopping centers range from an average of 0.22 FAR for neighborhood centers to 0.31 FAR for regional centers, the FAR for office use in these business zones could range from 0.51 in a BU-1 district to 2.49 for a 30-story office building in BU-2 districts. While the BU-1 and BU-1A districts restrict heights to 2 and 4 stories respectively, there are no height restrictions in the BU-2 and BU-3 districts. Industrial zoning districts have height restrictions, which are based on the width of the widest abutting street. Within the West Dade area, industrial uses generally average around 0.5 FAR.

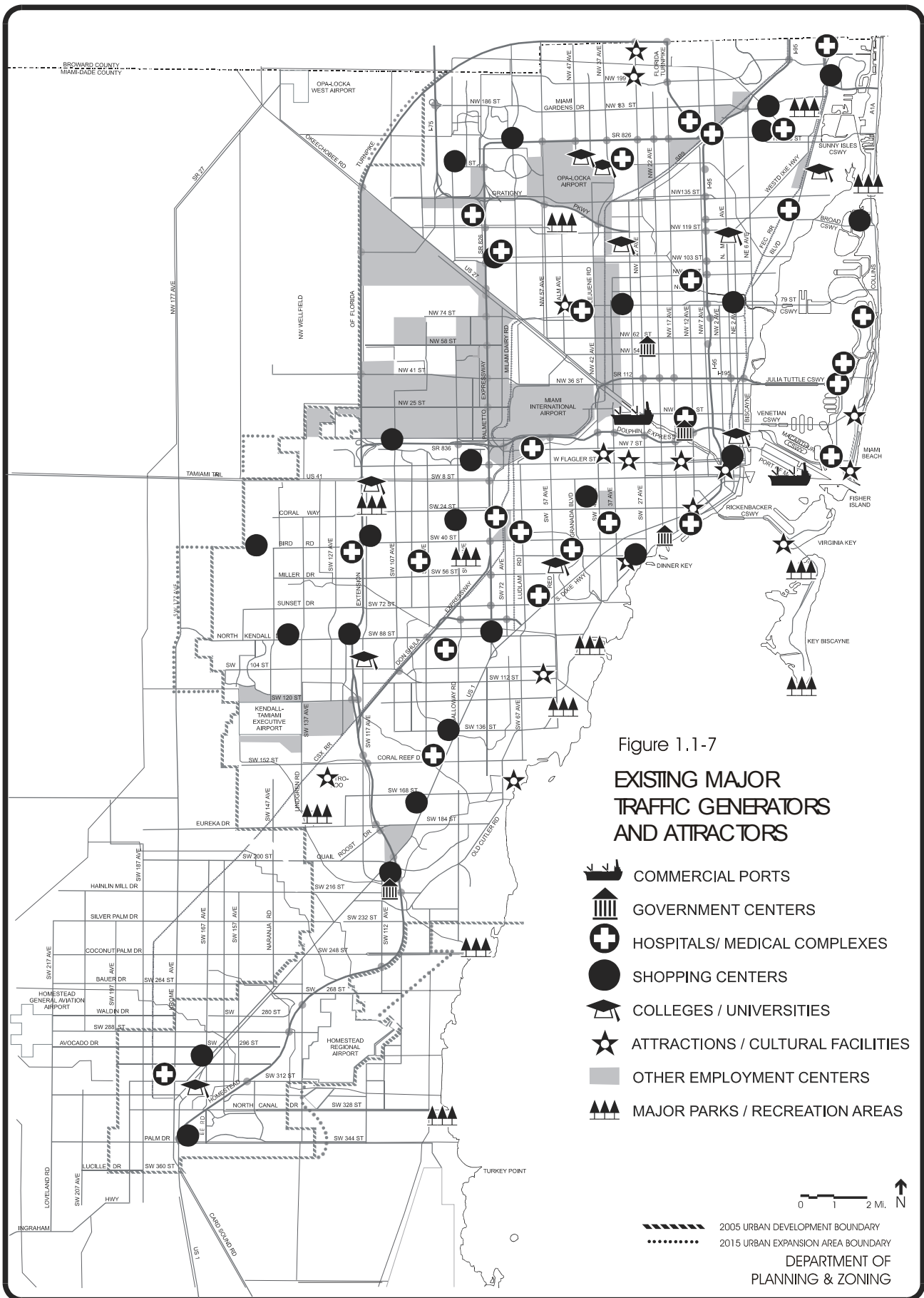
The current zoning code for Miami-Dade County is being re-written. One of the objectives of the draft code is to group like zoning districts by density, intensity and geography. The new code will create new/modified districts based on policies and land use categories in the CDMP. FARs will be used in the office and commercial zoning districts to control density.

Major Employers and Job Locations.

The nature of the Miami-Dade economy is exemplified by the fact that the five largest employers are in the public sector. Leading the way is the Miami-Dade County Public Schools, second is the County government with the state and federal governments third and fourth. Jackson Hospital is in fifth place. The largest private employer, American Airlines, doesn't appear until sixth place. The top ten also includes the University of Miami, Baptist Health System, Southern

Bell, and Precision Response Corporation. Miami-Dade does not have a significantly higher proportion of employees in the public sector than other metro areas; it just doesn't have very many large private concerns. Even though there are close to 60,000 employed in manufacturing, only three firms in the top thirty employers are in that industry. One of these is the Miami Herald.

Given the orientation toward services, retail trade, small industrial firms and governmental functions, employment locations tend to be fairly well dispersed. Figure 1.1-7 shows major employment locations in Miami-Dade County in 2002. Most of the County has very low employment densities and there are only a few major concentrations and these are indicated on the map symbolically. The downtown Miami area which is heavy in government employment and private sector services such as banking and law offices stands out, as does downtown Coral Gables. North of the Miami CBD to the Omni area and south along Brickell Avenue, moderate employment densities occur. The Civic Center/Jackson Hospital complex is a major medical services center. Miami International Airport (MIA) and its periphery host a large number of jobs and the density is fairly high. West of MIA is the expansive industrial and office development stretching from NW 74th Street to SR 836. The Miami Lakes and Sunshine State industrial parks in North Miami-Dade County have some manufacturing employment. Large shopping malls can be noted on the map as well. To the south, Cutler Ridge is apparent along with its northerly rival Dadeland; in Hialeah the Westland Mall is evident and in the North Miami area the 163rd Street shopping center can be located. International Mall and the Dolphin Mall are on either side of SW 107 Avenue just north of SR836. The Aventura Mall is a major center for the northeastern portion of the County. High employment densities occur along the Miami Beach hotel row and in the city center and South Beach. Several smaller concentrations are scattered about usually along some major arterial road; these are the "strip commercial" developments not all of which appear on the map. The most obvious are U.S.1 and NW 7th Avenue.



Manufacturing and other industrial activity has for many years been concentrated in an area of north Miami-Dade extending from the Miami River between NE 2nd and NW 72 Avenues to approximately NW 119 Street. Some of this is noted on the map, as is the later development, which went in along the Palmetto Expressway.

Office space in Miami-Dade County is generally found in the same general locations as retail trading centers and in the larger city centers, especially downtown Miami and Coral Gables. A recent trend has been toward the development of office parks and dispersed office sites for large employers in peripheral locations. The area west of MIA and the Blue Lagoon development just south of the Airport are examples.

Update and Analysis of Baseline Data

Population Miami-Dade is Florida's most populous county, a position it has held for several decades. It is a highly populated area even in a national setting, being larger than seventeen states and the District of Columbia. In 1980, Miami-Dade County ranked 21st among all metropolitan areas in the United States, up from 25th in 1970. The 1990 census put Miami-Dade 23rd in the country. By 2000, Miami-Dade County's ranking jumped to 12th. For a large area, it has a high growth rate relative to all metro areas; 21.4 percent versus 11.8 between 1990 and 2000. Within the state of Florida it is a different story. Miami-Dade is not growing as fast as other parts of the state. Thus, its share of the total for Florida has dropped from 18.9 percent in 1960 to 14.1 percent in 2000. Miami-Dade's unincorporated area, (which is similar to a city) is large compared to other cities. In 2000, with its 1.1 million residents, it was bigger than all but eight cities in the U.S.

Over the forty years from 1960 to 2000, Miami-Dade grew by about 32,100 people annually. However, ebbs and flows often occurred in this overall pattern of growth. During the 1960s, the range for yearly change was from a low of 15,000 to a high of 56,000. For the 1970s, it was 12,500 to 55,500, and in the 1980s from a loss of 2,000 to 106,000. During the 1990s, the range was from a loss of 27,570 to a high of 46,889.

Population Projections. Effective planning for future land use and public facilities requires preparation of population projections. Over the years, a number of such projections have been made with varying longevity. The projections used in the 1995 EAR were developed in 1994 following the signing of a refugee agreement with Cuba and rapid recovery from the losses of Hurricane Andrew. These projections were high and showed a 2015 population of 3,024,398. These were lowered in the October 1999 Plan Amendment cycle and further revised in 2001 to incorporate Census 2000 data. The revisions showed a population of 2,703,114 in 2015 and this is the Countywide figure used in the projections proposed in this report.

These projections were developed in the same manner as previous series with births, deaths and net migration being separately treated and then combined to arrive at the totals. As in all projections certain assumptions are required and, in Miami-Dade County's case, it is the assumption about net migration flows which is most critical, and also most uncertain. There are no clear trends in the migration data, so assumptions about future levels must be somewhat arbitrary. The historical record does seem to support the assumption that immigration will be a

constant and remain at fairly high levels. Birth and death rates, the components of Miami-Dade's natural increase, are much more stable than migration flows. Death rates are more stable than birth rates, but incorrect assumptions regarding either of these factors will not drastically alter outcomes. They are much more slow acting and impact on less than a half of the total growth equation. For these projections, a somewhat higher crude birth rate was assumed throughout although it is trended down to converge on the U.S. projected rate in the outer years. The death rate was left unchanged.

The migration assumption is of major importance and quite volatile. It is the largest component of population change and as such, will strongly influence any projection scenario. While Miami-Dade continues to receive both domestic and foreign migrants, the net migration during the past ten years or so has been essentially all immigration. This is because domestic migration (i.e. migration to and from other parts of the United States) has shown a net loss of population. In the 1990 to 2000 period domestic migration flows resulted in an annual loss of about 17,500 persons while net immigration showed a gain of 32,000 persons.

The projections are shown in Table 1.1-2. From 2000 to the terminal year 2025, an additional 798,156 people are projected – a 35 percent increase over the 25-year period. More than half (55 percent) of the increase is attributed to net migration. The remaining 45 percent is natural increase. The County would top the 3.0 million mark in 2025.

Table 1.1-2
Population Projections
Miami-Dade County, Florida: 1990 to 2020

<u>Year</u> <u>Ending</u> March 31	Resident Population	Population <u>Change</u>	Net Migration	Natural Increase	Resident Births	Resident Deaths	Net Immigration	Domestic Migration
1990	1,967,000	29,310	14,660	14,650	33,180	18,530	22,440	-7,780
1991	2,001,032	34,032	17,844	16,188	34,242	18,054	22,690	-4,846
1992	2,022,862	21,830	6,462	15,368	33,304	17,936	12,147	-5,685
1993	1,995,292	-27,570	-41,971	14,401	32,846	18,445	3,426	-45,397
1994	2,037,315	42,023	27,677	14,346	33,030	18,684	39,690	-12,013
1995	2,084,205	46,889	32,712	14,177	32,707	18,530	50,690	-17,978
1996	2,124,885	40,680	27,663	13,017	32,028	19,011	44,690	-17,027
1997	2,157,208	32,323	19,074	13,249	31,708	18,459	38,690	-19,616
1998	2,189,719	32,511	19,523	12,988	31,384	18,396	36,511	-16,988
1999	2,221,630	31,911	19,038	12,873	31,594	18,721	36,524	-17,486
2000	2,253,485	31,855	19,099	12,756	31,680	18,924	37,075	-17,976
2001	2,283,319	29,834	17,002	12,832	31,868	19,036	35,572	-18,570
2002	2,313,047	29,728	16,914	12,814	32,033	19,220	37,031	-20,117
2003	2,342,739	29,692	16,873	12,819	32,229	19,409	37,537	-20,664
2004	2,372,418	29,679	16,837	12,842	32,440	19,598	38,048	-21,211
2005	2,402,105	29,687	16,805	12,882	32,667	19,785	38,564	-21,759
2006	2,431,819	29,714	16,777	12,937	32,908	19,971	39,083	-22,306
2007	2,461,577	29,757	16,751	13,006	33,162	20,156	39,604	-22,853
2008	2,491,396	29,820	16,731	13,089	33,429	20,340	40,130	-23,399
2009	2,521,294	29,897	16,714	13,183	33,707	20,524	40,661	-23,947
2010	2,551,284	29,990	16,701	13,289	33,995	20,706	41,194	-24,493
2011	2,581,380	30,097	16,691	13,406	34,294	20,889	41,732	-25,041
2012	2,611,601	30,220	16,688	13,532	34,603	21,071	42,276	-25,588
2013	2,641,953	30,352	16,684	13,668	34,921	21,253	42,820	-26,136
2014	2,672,453	30,501	16,688	13,813	35,247	21,434	43,370	-26,682
2015	2,703,114	30,660	16,695	13,965	35,581	21,616	43,924	-27,229
2016	2,733,943	30,830	16,704	14,126	35,923	21,797	44,480	-27,776
2017	2,764,956	31,013	16,719	14,294	36,273	21,979	45,043	-28,324
2018	2,796,162	31,206	16,738	14,468	36,629	22,161	45,609	-28,871
2019	2,826,571	30,409	15,759	14,650	36,993	22,343	45,177	-29,418
2020	2,858,185	31,614	16,785	14,829	37,343	22,514	46,750	-29,965
2021	2,890,031	31,846	16,821	15,025	37,726	22,701	47,333	-30,512
2022	2,922,109	32,077	16,853	15,224	38,109	22,885	47,912	-31,059
2023	2,954,422	32,314	16,885	15,429	38,498	23,069	48,491	-31,606
2024	2,986,979	32,557	16,918	15,639	38,892	23,253	49,071	-32,153
2025	3,019,785	32,806	16,953	15,853	39,292	23,439	49,653	-32,700
Population Change by Decade								
1961-1970	---	33,295	25,511	7,784	18,451	10,667	NA	NA
1971-1980	---	35,800	32,025	3,775	18,311	14,536	NA	NA
1981-1990	---	30,731	20,163	10,568	27,882	17,314	36,717	-13,423
1991-2000	---	28,648	14,712	13,936	32,452	18,516	32,213	-17,501
2001-2010	---	29,780	16,811	12,969	32,844	19,874	38,742	-21,932
2011-2020	---	30,690	16,615	14,075	35,781	21,706	44,118	-27,503

Source: U.S. Bureau of the Census, Decennial Census Reports for 1960, 1970, 1980, 1990, and 2000. Post-2000 figures, Miami-Dade Planning & Zoning Department, Research Section, 2001.

Note: 1990 population was adjusted for undercount.

Ethnic, Race, and Age Components. Persons of Hispanic origin and Blacks are important groups in Miami-Dade County's population. In 1990, Hispanics constituted an estimated 49.2

percent of the total population. Blacks were estimated at 20.5 percent and non-Hispanic Whites and others were at about 30 percent. Census 2000 put the percentages at 57.3, 20.3 and 22.4 respectively. Miami-Dade County has clearly become a multi-cultural community.

Projecting the size of these groups is difficult because of the rapidity of population change caused by random events external to the U.S. That these groups will continue to alter their shares of the population seems assured, but the pace and relative mix are in question. In previous projections, the Hispanic share was projected to reach 61.6 percent by the year 2000. The Census 2000 figure was 57.3 percent. In a new set of projections shown in Table 1.1-3, Hispanics are projected to account for a 61.1 percent share by the year 2005 and 64.2 percent by 2010. The Black share does not differ appreciably from the earlier analysis, which showed a 21.1 percent share in 2005 versus the updated 20.6 percent share. The "balance" (essentially non-Hispanic Whites) was projected at 21.8 percent in 2000 and the Census 2000 figure was 22.4 percent and a decline from this level is projected.

Table 1.1-3
Population Projections by Race & Hispanic-Origin
Miami-Dade County, Florida: 1950 - 2005

Year	Total	Black	Hispanic Origin	Balance	Percent Distribution			
					Total	Black	Hispanic	Balance
1950	495,000	65,000	20,000	410,000	100.0%	13.1%	4.0%	82.8%
1955	715,000	101,000	35,000	579,000	100.0%	14.1%	4.9%	81.0%
1960	935,000	137,000	50,000	749,000	100.0%	14.7%	5.3%	80.1%
1965	1,101,500	163,000	173,500	767,000	100.0%	14.8%	15.8%	69.6%
1970	1,268,000	190,000	299,000	782,000	100.0%	15.0%	23.6%	61.7%
1975	1,462,000	237,000	467,000	765,000	100.0%	16.2%	31.9%	52.3%
1980	1,626,000	284,000	581,000	773,000	100.0%	17.5%	35.7%	47.5%
1985	1,771,000	367,000	768,000	656,000	100.0%	20.7%	43.4%	37.0%
1990	1,937,000	403,000	953,000	609,000	100.0%	20.8%	49.2%	31.4%
1995	2,057,000	440,143	1,139,786	510,571	100.0%	21.4%	55.4%	24.8%
2000	2,254,000	457,000	1,292,000	505,000	100.0%	20.3%	57.3%	22.4%
2005	2,402,000	494,000	1,467,000	442,000	100.0%	20.6%	61.1%	18.4%
2010	2,551,000	532,000	1,640,000	379,000	100.0%	20.9%	64.3%	14.9%

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2003.

Note: Persons of Hispanic Origin may be of any race. "Balance" includes Non-Hispanic Whites and Others. It is derived by subtracting the combined Black and Hispanic Origin population (allowing for the overlap) from the total population. In 2000, 2005 and 2010, the Black population is Non-Hispanic Black only.

Population Distribution. For most planning purposes, the geographic distribution and change in population is analyzed using 32 areas of the County called Minor Statistical Areas (MSAs). These are groups of census tracts useful for planning. The geographic patterns of population growth in the 1990s reflected those established in previous decades; growth occurred primarily in the developing fringe areas.

A comparison of the relative distribution of the 2015 population projected in 1995/1996 with the proposed projections shows some changes. Most central city areas remain relatively unchanged. The fast-growing suburban areas, particularly MSAs 3.1, 3.2, 6.1, and 6.2 still account for a large

share of the population, about 30 percent in both versions. The Census 2000 data showed about 26.9 percent of the total in these Areas.

In South Miami-Dade, the proposed projections show about 9.7 percent of the County population living south of Eureka Drive in 2015. The 1995/1996 set showed 14.6 percent in this area, a decline of 5.9 percentage points. This decline is the result of much slower growth in this area than was projected in 1995/1996. There are some indicators of an increase in growth in this area post-2000. Annual average growth rates here in 2000-2003 were higher than the County average, but the projections show slow growth in the short term (through 2010). Beyond 2010, the rate of growth in South Miami-Dade increases rapidly as other areas of the County exhaust residential capacity.

The distribution of projected population growth out to the year 2025 is presented in Tables 1.1-4 and 1.1-5 and Figure 1.1-8.

In summary, the bulk of Miami-Dade's population growth over the next seven years is expected to occur in the suburban fringes of the County's UDB stretching all the way from the Broward County line to the Homestead/Florida City area. In the 2010-2015 period as the suburbs begin to exhaust the supply of residential land, the pace of growth in South Miami-Dade increases. The County's urban interior areas experience only modest growth in the 2003-2015 period. However, in the following decade there is projected to be a resurgence of growth in some of these areas as growth limits are approached in the outlying locations. Figure 1.1-8 displays the projections by MSA.

Table 1.1 4
Population Projections, 1990 to 2025
 Miami-Dade County by Minor Statistical Area

Area	Population							Remaining Capacity	Population at Capacity
	1990	2000	2003	2010	2015	2020	2025		
1.1	12,546	16,278	18,337	21,210	23,383	24,641	24,641	0	24,641
1.2	8,854	10,513	11,160	11,600	11,425	11,425	11,425	0	11,425
1.3	110,126	108,526	111,571	112,601	113,859	118,012	119,466	-1,373	118,093
2.1	129,542	160,589	164,613	173,968	177,812	177,812	177,812	0	177,812
2.2	41,795	48,988	49,032	52,486	55,162	56,606	56,606	0	56,606
2.3	77,397	82,976	85,699	90,136	93,692	95,629	95,629	0	95,629
2.4	75,900	78,931	81,160	84,626	87,515	89,422	89,422	0	89,422
3.1	131,084	201,811	215,552	249,713	262,624	262,624	262,624	0	262,624
3.2	82,675	122,540	134,189	157,296	164,398	164,398	164,398	0	164,398
4.1	91,146	87,834	88,024	86,304	85,368	92,096	93,465	2,226	95,691
4.2	83,779	80,689	81,108	81,095	84,085	89,278	104,180	5,076	109,256
4.3	106,641	115,905	116,634	122,644	127,929	136,001	133,860	0	133,860
4.4	15,480	16,060	16,081	16,432	16,805	17,570	17,688	-317	17,371
4.5	105	122	122	122	123	126	126	-1	125
4.6	45,093	47,631	49,091	52,606	56,019	61,574	65,376	-642	64,734
4.7	36,432	35,945	37,920	42,546	52,519	57,833	57,833	0	57,833
5.1	117,989	122,903	124,741	128,309	131,316	132,028	132,028	0	132,028
5.2	53,742	55,896	59,383	64,104	69,024	77,991	88,109	1,075	89,184
5.3	118,198	120,126	122,648	125,283	128,326	135,388	140,083	-1,020	139,063
5.4	97,439	102,262	102,634	104,413	105,945	105,551	105,551	0	105,551
5.5	74,262	80,111	80,802	86,189	91,296	99,217	103,046	-1,730	101,316
5.6	30,072	32,431	33,136	34,623	36,048	38,495	39,516	-649	38,867
5.7	22,727	25,346	26,527	28,496	30,101	32,340	31,576	0	31,576
5.8	33,358	35,040	35,636	36,938	38,504	41,852	45,598	373	45,971
6.1	110,762	156,640	166,823	199,603	222,155	224,495	224,495	0	224,495
6.2	67,648	125,812	138,677	169,602	176,638	176,638	176,638	0	176,638
7.1	33,467	41,575	44,353	52,241	61,071	76,429	96,541	3,385	99,926
7.2	36,214	39,327	42,139	47,843	53,958	64,574	77,627	1,883	79,510
7.3	31,173	32,367	32,609	33,984	36,639	44,085	60,406	5,214	65,620
7.4	46,921	48,364	51,253	57,029	73,233	99,850	137,985	8,981	146,966
7.5	10,425	14,635	15,706	21,206	28,484	42,281	64,136	4,971	69,107
7.6	4,283	5,189	5,189	6,035	7,658	11,922	21,898	3,324	25,222
Total	1,937,275	2,253,362	2,342,551	2,551,283	2,703,114	2,858,184	3,019,785	30,778	3,050,563

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2003.

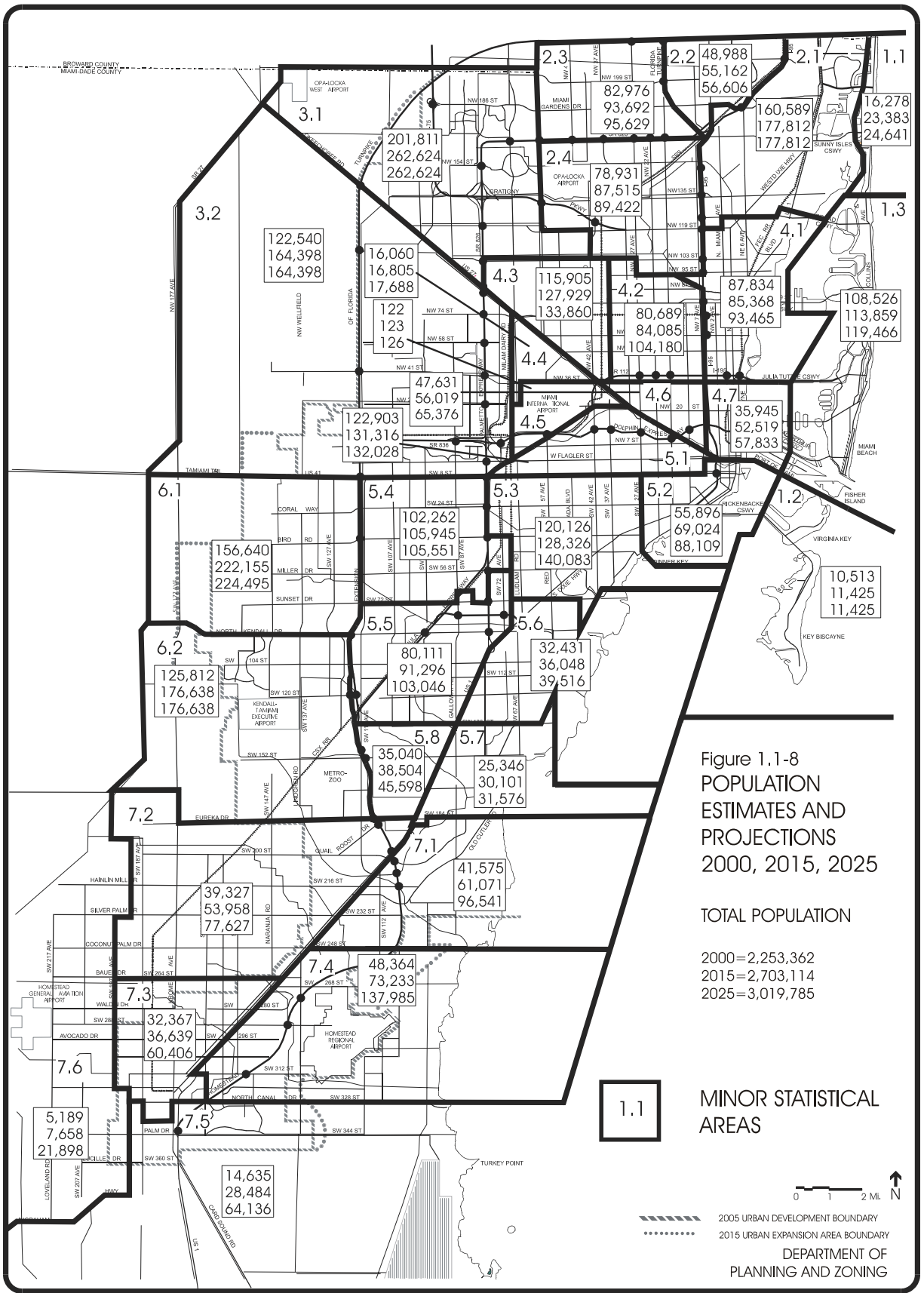


Table 1.1-5
Annual Average Change, Population Projections, 1990 to 2025
Miami-Dade County by Minor Statistical Area

Area	Change 1990-00	Change 2000-03	Change 2000-10	Change 2010-15	Change 2015-20	Change 2020-25	Remaining Capacity	Population at Capacity
1.1	373	686	493	435	252	0	0	24,641
1.2	166	216	109	-35	0	0	0	11,425
1.3	-160	1,015	408	252	831	291	-1,373	118,093
2.1	3,105	1,341	1,338	769	0	0	0	177,812
2.2	719	15	350	535	289	0	0	56,606
2.3	558	908	716	711	387	0	0	95,629
2.4	303	743	570	578	381	0	0	89,422
3.1	7,073	4,580	4,790	2,582	0	0	0	262,624
3.2	3,987	3,883	3,476	1,420	0	0	0	164,398
4.1	-331	63	-153	-187	1,346	274	2,226	95,691
4.2	-309	140	41	598	1,039	2,980	5,076	109,256
4.3	926	243	674	1,057	1,614	-428	0	133,860
4.4	58	7	37	75	153	24	-317	17,371
4.5	2	0	0	0	1	0	-1	125
4.6	254	487	498	683	1,111	760	-642	64,734
4.7	-49	658	660	1,995	1,063	0	0	57,833
5.1	491	613	541	601	142	0	0	132,028
5.2	215	1,162	821	984	1,793	2,024	1,075	89,184
5.3	193	841	516	609	1,412	939	-1,020	139,063
5.4	482	124	215	306	-79	0	0	105,551
5.5	585	230	608	1,021	1,584	766	-1,730	101,316
5.6	236	235	219	285	489	204	-649	38,867
5.7	262	394	315	321	448	-153	0	31,576
5.8	168	199	190	313	670	749	373	45,971
6.1	4,588	3,394	4,296	4,510	468	0	0	224,495
6.2	5,816	4,288	4,379	1,407	0	0	0	176,638
7.1	811	926	1,067	1,766	3,072	4,022	3,385	99,926
7.2	311	937	852	1,223	2,123	2,611	1,883	79,510
7.3	119	81	162	531	1,489	3,264	5,214	65,620
7.4	144	963	867	3,241	5,323	7,627	8,981	146,966
7.5	421	357	657	1,456	2,759	4,371	4,971	69,107
7.6	91	0	85	325	853	1,995	3,324	25,222
Total	31,608	29,729	29,792	30,366	31,014	32,320	30,778	3,050,563

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2003.

Note: Capacity Includes Capacity Outside the UDB

Review of Previous Development Projections

Residential Development, 1995-2003. The 1995/96 plan provided sufficient residential land inside the planned year 2005 UDB to accommodate projected growth through the year 2008. The current update shows sufficient land to accommodate demand through the year 2020, a 12-

year difference. This difference is a result of differences in the estimate of the development capacity of the vacant land inside the UDB, as well as the projections of the rate of residential land development.

The residential capacity of the County in 1994 (i.e. vacant residential land within the 2005 UDB) was estimated to be 220,319 units, divided between single family (55 percent) and multifamily (45 percent). The residential capacity in 2003 (183,406 units) was lower by almost 37,000 units. The residential capacity would have been even lower, but for the addition of redevelopment capacity around transit stops and along the South Dade Busway and in four MSAs where redevelopment is taking place: MSA 1.1 (the Sunny Isles Beach area), MSA 4.7 (Downtown Miami), MSA 5.2 (the Brickell area), and MSA 5.5, which includes Dadeland.

The primary reason for the decline in capacity is that much of the land available in 1994 has been developed. About 100,000 housing units were completed in the 9-year period, 1994 through 2002 according to Property Appraiser's files. At the same time, an additional capacity for 64,000 units was added at transit stations and in redevelopment areas. No changes to the UDB occurred that affected residential capacity, but there were changes in zoning, plan densities, and redevelopment activities that accounted for the remaining difference in the reduction of capacity.

The housing demand projections were presented as annual averages starting in 1994. The initial comparison was made with housing completions by type as reported in property tax files maintained by the Miami-Dade County Property Appraiser. For the 1994-2002 period, the demand projections were higher than the actual growth. The CDMP projected about 14,600 net new units per year in this period. The files of the Property Appraiser showed an average annual figure of about 11,000 new units built in the 1994 to 2000 period. The Census 2000 reported about 12,400 new units a year in the 1994 to 2000 period.

Many reasons exist for the differences, but one important key is that population and housing projections made in 1994 were influenced by the rapid recovery from Hurricane Andrew and an anticipated inflow of immigrants from Cuba following the 1994 immigration agreement between the United States and Cuba.

Table 1.1-6 compares the projected demand for housing with actual construction as reported by Census 2000 data showing housing by year built. The projected figures are estimated annual averages. The projections overstated the demand for housing. Fewer units were built (12,407 a year) than were projected (14,597 a year). The difference was 2,200 units a year or 18 percent more than was actually built.

Table 1.1-6
Actual and Projected Housing by Tier and Subtier
Average Annual Change, 1994-2000

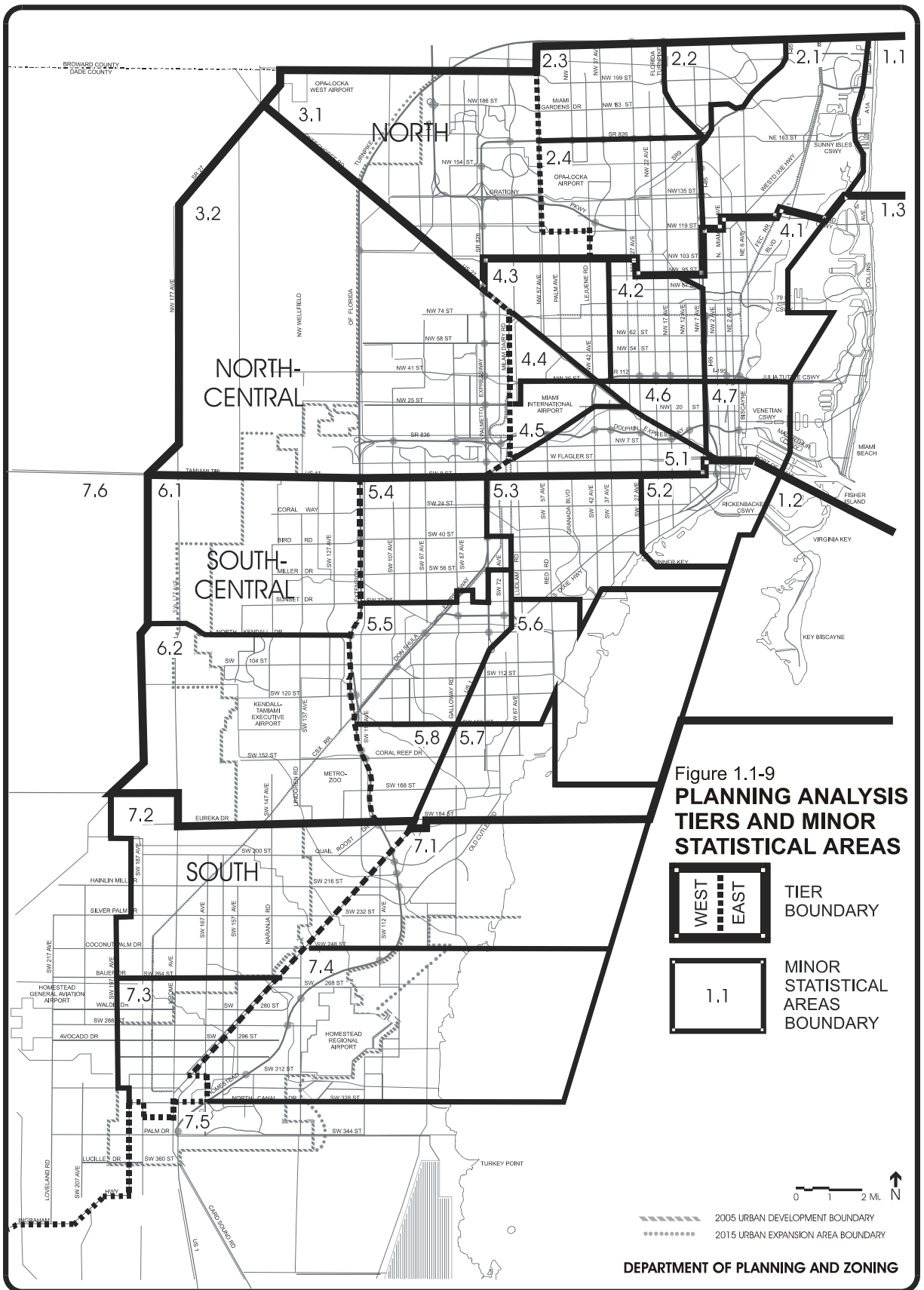
All Types Tier/Subtier	Actual Change 1994-2000	Projected Change 1994-2000	Projected Less Actual Difference	Percent
North Miami-Dade	3,430	3,386	-44	-1%
North Dade--Eastern	1,549	1,519	-30	-2%
North Dade--Western	1,881	1,867	-14	-1%
North Central	3,168	2,867	-301	-9%
N. Central--Eastern	1,706	671	-1,035	-61%
N. Central--Western	1,461	2,196	735	50%
South Central	4,545	6,013	1,468	32%
S. Central--Eastern	1,470	781	-689	-47%
S. Central--Western	3,075	5,232	2,157	70%
South Miami-Dade	1,264	2,331	1,067	84%
South Dade--Eastern	817	1,541	724	89%
South Dade--Western	447	790	343	77%
Total	12,407	14,597	2,190	18%

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2003.

Note: Actual change derived from Census 2000 information on year structure built.

Projected Residential Land Supply and Demand. The following tables show the proposed residential land supply/demand calculations for Miami-Dade County through the year 2025. The data are displayed for the entire county and for the four Planning Analysis Tiers and their subtiers (See Figure 1.1-9). The analysis is done for each Tier independently. In some areas, for example, residential demand is projected to continue beyond the year when the supply of land is depleted. This continuing demand is not then reassigned to a neighboring Tier, but is shown simply as demand exceeding supply in that Tier.

Before reviewing the new figures, it is worth noting a caution that has invariably accompanied population and housing projections for Miami-Dade County. These are projections, not predictions, of future conditions. They are an indication of what will happen if the current assumptions hold true. These assumptions are based on a thorough review of current trends in Miami-Dade County. However, experience has shown that the Miami-Dade County housing market, like its population growth, is quite variable, and the future may be different from the projections.



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Table 1.1-7 shows the projected demand for single-family and multi-family housing countywide and compares this with the existing residential land supply within the year 2005 UDB. Currently sufficient capacity exists within the UDB to accommodate projected development through the year 2020. The single-family supply is projected to be exhausted in 2015; the multi-family in 2035. The single-family capacity is somewhat larger than the multi-family, but the projected demand for single-family units is much higher than that for multi-family.

Table 1.1-7
Residential Land Supply/Demand
Miami-Dade County Total, 2003 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Structure Type		
	Single Family	Multi- Family	Both Types
Capacity in 2003	98,062	85,344	183,406
Demand in 2003-2010	7,716	2,463	10,179
Capacity in 2010	44,050	68,103	112,153
Demand 2010-2015	7,589	2,834	10,423
Capacity in 2015	6,105	53,933	60,038
Demand 2015-2020	8,130	3,148	11,278
Capacity in 2020	0	38,193	3,648
Demand 2020-2025	8,737	2,543	11,280
Capacity in 2025	0	25,478	0
Depletion Year	2015	2035	2020

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2003.

Note: Residential capacity is expressed in terms of housing units as of January in each year. Projected housing demand is an annual average figure derived from 2003 population projections.

Tables 1.1-8 through 1.1-11 show similar data for the four tiers used for the residential supply/demand analysis. These tiers are further broken down by subtier into eastern and western halves.

Table 1.1-8
Residential Land Supply/Demand
North Miami-Dade Tier, 2003 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	Eastern Part			Western Part -- MSA 3.1			North Miami-Dade Total		
	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types
Capacity in 2003	3,809	11,484	15,293	7,073	4,414	11,487	10,882	15,898	26,780
Demand 2003-2010	812	547	1,359	1,199	371	1,570	2,011	918	2,929
Capacity in 2010	0	7,655	5,780	0	1,817	497	0	9,472	6,277
Demand 2010-2015	713	444	1,157	602	186	788	1,315	630	1,945
Capacity in 2015	0	5,435	0	0	887	0	0	6,322	0
Demand 2015-2020	347	195	542	0	0	0	347	195	542
Capacity in 2020	0	4,460	0	0	887	0	0	5,347	0
Demand 2020-2025	0	0	0	0	0	0	0	0	0
Capacity in 2025	0	4,460	0	0	887	0	0	5,347	0
Depletion Year	2007	2025*	2014	2008	2025*	2010	2008	2025*	2013

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2003.

Note: Residential capacity is expressed in terms of housing units as of January in each year. Projected housing demand is an annual average figure derived from 2003 population projections. Depletion year = 2025* when capacity remains but there is no demand projected.

The North Miami-Dade Tier has sufficient capacity to accommodate projected demand through the year 2013. The single family supply is projected to be exhausted by 2008, whereas the multifamily supply is depleted in 2025. Depletion year equals 2025* when capacity remains, but there is no demand projected. The projected demand for housing is higher in the western half and capacity there is lower. The capacity there is projected to be used up by 2010. In the eastern half the projected depletion year is 2014.

Table 1.1-9
Residential Land Supply/Demand
North Central Miami-Dade Tier, 2003 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	Eastern Part			Western Part -- MSA 3.2			North Central Total		
	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types
Capacity in 2003	9,488	24,040	33,528	3,619	2,294	5,913	13,107	26,334	39,441
Demand 2003-2010	498	441	939	874	273	1,147	1,372	714	2,086
Capacity in 2010	6,002	20,953	26,955	0	383	0	3,503	21,336	24,839
Demand 2010-2015	1,058	967	2,025	348	109	457	1,406	1,076	2,482
Capacity in 2015	712	16,118	16,830	0	0	0	0	15,956	12,429
Demand 2015-2020	1,558	1,174	2,732	0	0	0	1,558	1,174	2,732
Capacity in 2020	0	10,248	3,170	0	0	0	0	10,086	0
Demand 2020-2025	1,087	409	1,496	0	0	0	1,087	409	1,496
Capacity in 2025	0	8,203	0	0	0	0	0	8,041	0
Depletion Year	2015	2045	2022	2007	2013	2008	2012	2044	2019

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2003.

Note: Residential capacity is expressed in terms of housing units as of January in each year. Projected housing demand is an annual average figure derived from 2003 population projections.

The heavily developed North Central Miami-Dade Tier has sufficient capacity to accommodate projected demand through the year 2019. The single-family supply is projected to be exhausted by 2012, whereas the multi-family supply is depleted in 2044. The projected demand for housing is higher in the western half, but the capacity there is lower and the land is projected to be used up by 2008. In the eastern half the projected depletion year is 2022.

Table 1.1-10
Residential Land Supply/Demand
South Central Miami-Dade Tier, 2003 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	East of Turnpike			West of Turnpike			South Central Total		
	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types
Capacity in 2003	8,923	23,161	32,084	15,220	488	15,708	24,143	23,649	47,792
Demand 2003-2010	718	300	1,018	2,574	309	2,883	3,292	609	3,901
Capacity in 2010	3,897	21,061	24,958	0	0	0	1,099	19,386	20,485
Demand 2010-2015	985	417	1,402	1,597	200	1,797	2,582	617	3,199
Capacity in 2015	0	18,976	17,948	0	0	0	0	16,301	4,490
Demand 2015-2020	1,828	802	2,630	124	16	140	1,952	818	2,770
Capacity in 2020	0	14,966	4,798	0	0	0	0	12,211	0
Demand 2020-2025	1,198	674	1,872	0	0	0	1,198	674	1,872
Capacity in 2025	0	11,596	0	0	0	0	0	8,841	0
Depletion Year	2013	2042	2022	2008	2004	2008	2010	2038	2016

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2003.

Note: Residential capacity is expressed in terms of housing units as of January in each year. Projected housing demand is an annual average figure derived from 2003 population projections.

The South Central Miami-Dade Tier has sufficient capacity to accommodate projected demand through the year 2016. The single-family supply is projected to be exhausted by 2010, whereas the multi-family supply is depleted in 2038. The projected demand for housing is higher in the western half and the capacity there is lower. This capacity is projected to be used up by 2008. In the eastern half, the projected depletion year is 2022.

Table 1.1-11
Residential Land Supply/Demand
South Dade Miami-Dade Tier, 2003 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	East of US-1			West of US-1			South Miami-Dade Total		
	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types
Capacity in 2003	35,633	12,829	48,462	14,297	6,634	20,931	49,930	19,463	69,393
Demand 2003-2010	709	196	905	332	26	358	1,041	222	1,263
Capacity in 2010	30,670	11,457	42,127	11,973	6,452	18,425	42,643	17,909	60,552
Demand 2010-2015	1,681	448	2,129	605	63	668	2,286	511	2,797
Capacity in 2015	22,265	9,217	31,482	8,948	6,137	15,085	31,213	15,354	46,567
Demand 2015-2020	2,959	789	3,748	1,314	172	1,486	4,273	961	5,234
Capacity in 2020	7,470	5,272	12,742	2,378	5,277	7,655	9,848	10,549	20,397
Demand 2020-2025	4,215	1,110	5,325	2,237	350	2,587	6,452	1,460	7,912
Capacity in 2025	0	0	0	0	3,527	0	0	3,249	0
Depletion Year	2021	2024	2022	2021	2035	2022	2021	2027	2022

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2003.

Note: Residential capacity is expressed in terms of housing units as of January in each year. Projected housing demand is an annual average figure derived from 2003 population projections.

The South Miami-Dade Tier has sufficient capacity to accommodate projected demand beyond the year 2022, more than the other three tiers. This applies to both the single-family and the multi-family. The projected demand for housing is low, but is higher in the eastern half where the capacity is also larger; but the capacity in both halves is sufficient to accommodate the projected demand beyond 2022.

Seasonal/Transient Population. The Miami area has long been a destination for tourists and winter visitors. Although the makeup of this seasonal/transient population is different today, its size is still substantial and must be accounted for in plans of all types. This group, just as permanent residents, places demands on urban services and facilities. They constitute a "peak load" factor for water and sewer facilities, solid waste collection and disposal, health care, recreational facilities and many other services and facilities. This population includes all non-residents of Miami-Dade who spend at least one night in the County. Non-residents are distinguished from residents on the basis of their usual home, i.e. the place where they live most of the time (more than six months is the census criterion).

The measure used in analyzing transient population in Miami-Dade County was the average daily population in the peak month.¹ The basic approach was to estimate the peak seasonal population based on the fluctuations in sales tax data. The annual change was added to a low season tourism base established via hotel/motel occupancy rates. Table 1.1-12 shows the average daily visitors by month for Miami-Dade County, Florida, for the year 1997. As can be noted, the peak month is February when, on average, 151,145 overnight visitors were staying in Miami-Dade County. This was somewhat unusual as, for most years during the 1990s, December was the peak month. These visitors were then classified by visitor type. The geographic distribution of this population within Miami-Dade was also estimated.

Table 1.1-12 Average Daily Overnight Visitors Monthly Average for 1997	
Month	Average Visitors
January	126,229
February	151,145
March	121,581
April	117,756
May	112,721
June	110,176
July	109,997
August	113,026
September	113,978
October	115,944
November	113,880
December	148,583
Average	119,918

Source: Miami-Dade Department of Planning and Zoning, Research Section, December 1999.

Table 1.1-13 presents the distribution of visitors by category in Miami-Dade County by MSA. Almost one-half of all visitors stayed in MSAs 1.1, 1.3, and 2.1, the coast locations. The second

¹ For a full explanation of the methods used, see Seasonal-Transient Population, Miami-Dade County, Florida, Research Section, Miami-Dade County Department of Planning and Zoning, Revised December 1999.

largest concentration (about 20 percent) was in MSAs 1.2, 4.5, 4.7, 5.1 and 5.2, which include downtown Miami and Coconut Grove (Areas 4.7 and 5.2), the central corridor extending to the airport (Areas 4.5 and 5.1), and Key Biscayne. However, every MSA has some visitors with notable numbers in Areas 3.1 and 3.2, Northwest Miami-Dade.

Table 1.1-13
Peak Month Distribution of Transient Population
By Type of Accommodation
Miami-Dade County 1997 by Minor Statistical Area

Area	Total Visitors	Hotels, Motels & Rooming Houses	With Family & Friends	Trailer Park, Marinas & Campgrounds	Nonresident Households
1.1	10,343	3,227	233	31	6,557
1.2	4,993	489	148	589	3,770
1.3	45,935	27,239	1,929	285	16,537
2.1	16,644	1,614	1,714	932	12,383
2.2	1,387	0	449	0	938
2.3	1,187	456	567	0	164
2.4	1,083	172	600	0	311
3.1	3,645	1,448	1,442	90	665
3.2	5,836	3,556	922	64	1,296
4.1	5,628	1,846	940	219	2,639
4.2	1,387	350	712	31	294
4.3	2,361	1,329	837	37	158
4.4	2,050	1,798	148	0	104
4.5	3,726	3,724	2	0	0
4.6	1,039	542	340	108	49
4.7	8,208	7,371	443	131	271
5.1	4,896	3,432	1,102	0	362
5.2	5,494	1,840	621	132	2,901
5.3	4,767	3,060	1,196	10	500
5.4	1,036	0	796	0	240
5.5	2,198	787	762	0	649
5.6	888	86	302	195	305
5.7	424	139	199	15	71
5.8	387	0	278	0	109
6.1	1,694	0	1,111	0	583
6.2	1,133	0	806	0	327
7.1	972	383	326	203	60
7.2	2,261	66	330	1,669	196
7.3	2,041	536	251	720	534
7.4	3,280	469	340	475	1,996
7.5	3,099	972	97	1,474	556
7.6	1,075	0	40	975	60
Totals	151,145	67,179	20,109	8,444	55,413
	100%	44.5%	13.3%	5.6%	36.7%

Source: Research Section, Miami-Dade Department of Planning & Zoning, December 1999.

Since these data were developed in 1999 for the year 1997, how valid are they today? Some light can be cast on this by comparing the 2002 estimate of total visitors with the implied total based on the 1997 numbers. The Greater Miami Visitors and Convention Bureau estimated that total overnight visitors in 2002 came to 10.2 million. The monthly average of about 120,000 given by the 1997 data can be converted into a yearly total by multiplying by twelve (months)

and then by the average length of a visitor's stay in the area. This number fluctuates some, but is usually around six nights. Applying that factor produces a 1997 total yearly estimate of 8.2 million, or almost a 15 percent gain by 2002. All things even, the peak month probably went up by this amount, meaning it came in at 173,200 or thereabout in 2002.

No new work has been done on determining the breakdown to visitor type. However, one recent piece of new information was derived from 2000 Census data that bears on the number of visitors in non-resident households. In 1990, there were 19,062 units classified as Seasonal, Recreational or [for] Occasional Use. That category of housing had grown to 31,316 by 2000, a 64.3 percent increase. This growth is twice the increase of 32 percent, which occurred between 1980 and 1990. Still, this is only suggestive since it is not precisely known what happened in other areas. For example, after declining for many years due to conversions and demolitions, the total number of hotel rooms in the County has begun to increase. This could mean a higher proportion of visitors are staying in hotels. Or, it is possible that higher shares are now in both hotels and non-resident housing units at the expense of the other two categories. Until this question is thoroughly investigated, the answer is unknown.

Likewise, with the geographic distribution of the visitor population, it is not known how this may have changed since 1997. The type of accommodation will affect this to a large extent. An informed guess is that the overall pattern of visitor locations has not been altered too much over the past few years.

Commercial and Industrial Development

The 1995 Plan provided sufficient commercial land to accommodate projected growth through the year 2007 and in the case of industrial land, until the year 2045. In comparison, the updated projections presented in the next section project sufficient vacant land to accommodate commercial growth through the year 2015 and industrial growth through the year 2020. The difference can be attributed to significant changes in population and employment growth and a new methodology to project demand and annual absorption rates.

Vacant commercial land in 1994 amounted to 4,023.0 acres. Vacant land planned or zoned for industrial use was 9,538.7 acres in 1994. By 2001, there were 3,523.9 vacant commercial land and 4,685.9 of vacant industrial land (See Table 1.1-14). In 1994, commercial land "in use" was 11,982.5 acres, reaching by 2001 a total of 12,924.1 acres, an 8.7 percent increase. Industrial land "in use" went from 9,159.0 acres to 10,832.2 acres in 2001, and 18.3 percent growth (See Table 1.1-15). The indicated growth in both commercial and industrial vacant land indicates extensions of the Urban Development Boundary, rezoning, or a combination of both.

Table 1.1-14

Vacant Commercial and Industrial Land
Miami-Dade County

	Commercial (Acres)		Percent Growth	Industrial (Acres)		Percent Growth
Tier	<u>1994</u>	<u>2001</u>		<u>1994</u>	<u>2001</u>	
North	1,035.6	792.5	-23.5	2,107.0	967.1	-54.1
North-Central	1,198.9	1,019.5	-15.0	4,741.7	2,037.9	-57.0
South-Central	817.4	652.4	-20.3	1,510.9	771.2	-49.0
South	971.1	1,059.5	9.1	1,179.1	909.7	-22.8
Total	4,023.0	3,523.9	-12.5	9,538.7	4,685.9	-50.9

Source: Miami-Dade County Department of Planning and Zoning, Research Section, May 2003.

Table 1.1-15

Commercial and Industrial Land "In Use"
Miami-Dade County

	Commercial (Acres)		Percent Growth	Industrial (Acres)		Percent Growth
Tier	<u>1994</u>	<u>2001</u>		<u>1994</u>	<u>2001</u>	
North	3,001.0	3,265.9	8.8	2,541.7	2,823.3	11.1
North-Central	4,722.8	4,932.4	4.4	5,452.7	6,818.0	25.0
South-Central	3,179.8	3,480.4	9.5	718.9	696.9	-3.1
South	988.6	1,245.4	26.0	445.7	494.0	10.8
Total	11,892.2	12,924.1	8.7	9,159.0	10,832.2	18.3

Source: Miami-Dade County Department of Planning and Zoning, Research Section, May 2003.

Projected Industrial and Commercial Land Supply and Demand. The Research Section of the Department of Planning and Zoning has conducted an inventory (2001) of the supply, and assessed the use of land for industrial and commercial development in Miami-Dade County to determine whether it can sustain projected commercial and industrial demand through the years 2015 and 2025. Following are estimates and projections of commercial and industrial absorption in Miami-Dade County.

The projections presented in this section reflect the application of a new methodology. In developing the new methodology, the goal was to create a method that, while being fairly simple to run, would be accurate and replicable by others. The new method consists of two distinct parts for the derivation of commercial and industrial acreage. It consists of a) the production of countywide control totals, and b) the allocation of countywide demand to each MSA.

Commercial Land. The first step in deriving countywide control totals was to obtain existing commercial acreage, commercial employment, and total population for the years 1985, 1994, 1998, 2000, and 2001. Secondly, a multi-variable linear regression was run with commercial acres being the dependent variable and commercial employment and population as the independent variables. The population variable was weighed (1.3) since historically, it has had more importance in the final demand for commercial land. The regression coefficients were then applied to projected population and commercial employment to arrive at projected commercial land.

The next step consisted in the allocation of projected countywide demand for commercial land to each MSA. To obtain the MSA's share of the countywide demand for commercial land, the following procedure was followed: The annual change in in-use commercial land for the 1985-2001, 1994-2001, 1998-2001, and 2000-2001 period was calculated. Then the average of these 4 periods, by MSA, was computed. If the average was negative, the MSA's share was put as zero. Next, the population projection from 2001 to 2025, for each MSA, was calculated. The final step consisted in averaging the annual growth in commercial land and the population growth for each MSA. This step was done to better take into account the historical demand for commercial land and the projected growth in population by MSA. Lastly, the countywide demand was distributed proportionately to the MSA's share of the total average growth (average of historical growth in "in-use" commercial land and projected population growth) for all MSAs. The end result is an annual absorption rate for the 2001-2025 period.

Table 1.1-16 presents countywide projections of commercial land absorption. For purposes of this analysis, the only vacant land considered to be commercial supply is land that is specifically zoned for business, professional office, office park, or designated "Business and Office" on the LUP map. While vacant industrially zoned or designated land may be and often is used for commercial use, particularly office development but including retail uses such as hotels and restaurants, for purposes of this analysis none was included in the commercial land supply.

The first four columns of Table 1.1-16 summarize the result of applying the previously described method. Countywide, the 3,524 acres of vacant commercially zoned or designated land available in 2001 would be depleted in the year 2015, at the average annual absorption rate of 246 acres. However, the projected depletion year varies from Tier to Tier. Only the South Central Miami-Dade Tier will deplete its supply before 2015 while all the other Tiers will have sufficient vacant commercially zoned land to last beyond 2015. Individual MSAs reveal more variability.

At this point, it is necessary to point out that the projected year of depletion provides only one indication of the areas of the County where additional land for commercial use may be warranted. However, it cannot be concluded that land for commercial use should automatically be added in the specific MSAs where the numbers indicate depletion before the year 2015. Because of the dual purposes of commercial land use, the land allocation process and planning for future land availability are more complex than the case of residential or industrial land use.

As addressed in a separate section, redeveloping or adding additional uses to existing sites, the existing supply would accommodate significant growth. A second consideration is that some commercial uses are "population serving" and should be distributed throughout the community with consideration for convenience to the residential population, while some commercial uses can be categorized as "export" uses which may be better located in areas having good transportation access to larger areas, and where other similar or complementary uses can agglomerate into commercial or employment centers. In this regard, "export" oriented commercial centers - like regional centers, industrial centers, and transportation facilities - can help give structure to the urban pattern and comprehensive planning should foster this.

In an effort to gauge what is an appropriate amount of commercial land to be allocated to "population serving" commercial uses, the ratio of commercial acres per 1,000 population by

MSA, Tier, and countywide was analyzed. The final two columns of Table 1.1-16 indicate commercial acres per 1,000 for each MSA, Tier and the countywide average. The countywide ratio for 2015 is projected to be 6.1 acres per 1,000 population declining to 5.4 per 1,000 population by the year 2025 if no industrial land is used and no further supply is added. While 6.1 acres per 1,000 population is the County average, this includes regional centers, racetracks, commercial stadiums and other such commercial uses. If a local area registers a commercial land/population ratio below average, it does not necessarily indicate an undesirable condition. However, those MSAs or Planning Analysis Tiers showing ratios significantly below the Tier or Countywide ratio should warrant closer review to determine whether the commercial needs of the area's population would be adequately met.

Where both measures – projected commercial land depletion year and the commercial acres per 1,000 population ratio – indicate a future need for additional commercial land, it is probable that this need will become apparent during the projection period if no additional land is designated on the LUP map for commercial or office use. Thus, both the vacancy condition and the adequacy of the commercial land to population ratio need to be considered when determining locations where additional commercial land should or need not be added.

Another factor that must be considered is the existence of vacant industrial land. A continuing pattern exists in which there is much crossover in the use of industrial land for commercial purposes. The Research Section of the Planning and Zoning Department analyzed a sample (5,614 acres) of vacant industrially zoned or designated land for the period between 1985-2000. It found that only 20.9 percent was developed for industrial uses and that 18.6 percent was still vacant and zoned or designated for industrial uses. Of the 5,614 vacant industrial land analyzed, 17 percent went to residential capacity, 4.4 percent was built residential, and 13 percent was built for transportation and utilities. Some 7.3 percent was built for commercial uses and 7.1 percent was rezoned to commercial uses. Only 39 percent of the sample of vacant industrially zoned acres in 1985 remained either vacant industrial or in industrial use in 2000. Hence, the availability of vacant industrial land must be appraised before the final determination is made to add more commercial land.

In analyzing the future situation of commercial land, we find only the South-Central Tier with a depletion year before 2015.

Table 1.1-16
Projected Absorption of Commercial Land
Miami-Dade County, Florida 2001 – 2025

Tier and Minor Statistical Area	Vacant Commercial Land 2001 (Acres)	Commercial Acres in Use 2001	Avg. Annual Absorption Rate 2001-2025 (Acres)	Projected Year of Depletion	Commercial Acres per Thousand Persons	
					2015	2025
<u>North Tier</u>						
1.1	8	67	1.3	2007	3.2	3.0
2.1	127	1,059	6.1	2022	6.7	6.7
2.2	55	236	1.3	2043	5.3	5.1
2.3	273	585	3.6	2077	9.2	9.0
2.4	67	528	2.3	2030	6.8	6.7
3.1	<u>262</u>	<u>791</u>	<u>34.0</u>	<u>2009</u>	<u>4.0</u>	<u>4.0</u>
Total	792	3,266	48.6	2017	5.8	5.7
<u>North Central Tier</u>						
1.3	8	255	2.2	2005	2.3	2.2
3.2	656	1,449	37.9	2018	12.8	12.8
4.1	57	372	0.9	2064	5.0	4.6
4.2	108	452	4.5	2025	6.4	5.2
4.3	23	890	4.9	2006	7.1	6.8
4.4	2	72	0.2	2011	4.4	4.2
4.5	64	200	3.6	2019	--	--
4.6	13	329	7.0	2003	6.1	5.3
4.7	81	324	4.7	2018	7.7	7.0
5.1	<u>8</u>	<u>589</u>	<u>3.2</u>	<u>2004</u>	<u>4.5</u>	<u>4.5</u>
Total	1,020	4,932	69.1	2016	7.1	6.7
<u>South-Central Tier</u>						
1.2	2	95	0.1	2021	8.5	8.5
5.2	18	260	5.9	2004	4.0	3.2
5.3	16	612	3.9	2005	4.9	4.5
5.4	9	559	4.2	2003	5.4	5.4
5.5	39	586	9.0	2005	6.9	6.1
5.6	1	250	2.0	2002	7.0	6.4
5.7	33	275	3.0	2012	10.2	9.8
5.8	29	86	2.5	2013	3.0	2.5
6.1	192	398	20.8	2010	2.7	2.6
6.2	<u>313</u>	<u>360</u>	<u>14.8</u>	<u>2022</u>	<u>3.8</u>	<u>3.8</u>
Total	652	3,481	66.2	2011	4.5	4.3
<u>South Tier</u>						
7.1	125	305	10.1	2013	7.1	4.5
7.2	37	164	6.2	2007	3.8	2.6
7.3	115	206	4.8	2025	8.8	5.3
7.4	418	236	16.2	2027	9.1	4.7
7.5	359	334	21.9	2017	24.8	10.7
7.6	<u>6</u>	<u>0</u>	<u>2.9</u>	<u>2003</u>	<u>0.8</u>	<u>0.3</u>
Total	1,060	1,245	62.1	2018	8.9	5.0
Grand Total	3,524	12,924	246.00	2015	6.1	5.4

-- Insignificant population.

Source: Miami-Dade County Department of Planning & Zoning, Planning Division, Research Section, May 2003.

Industrial Land. Table presents countywide projections of industrial land absorption. The present methodology has been slightly modified from the one previously used.

The first step in projecting Miami-Dade County's future industrial land use was to develop control totals for countywide use of this type of land in each projection year. Historical land use data for 1985, 1994, 1998, 2000, and 2001 was divided by industrial employment to obtain employees per acre ratios, which were then projected by linear regression. These ratios were applied to employment projections to obtain projected industrial land. Using historical land use data, the share of industrial land was projected and applied to the total for each projection year.

Before drawing conclusions from Table 1.1-17, the user must consider the assumptions and methods used in developing the information presented, the high potential for cross-over among the land uses which may occur on industrially-designated or zoned land, and the spatial distribution of uses and sites in the area. Much cross-over can occur among business, office, and industrial uses with commercial uses occurring in industrially-designated or zoned land and, in particular, office developments occurring on land zoned or designated either for industrial use or for business use.

It is inappropriate to draw conclusions regarding the adequacy or inadequacy of supply in any individual MSA solely from the information provided in Table 1.1-17, as well as the projected supply and demand in a single MSA; it is necessary to consider all types of land supply and also land in adjoining MSAs.

In projecting future demand for industrial land, historical consumption data available for such land countywide and in each MSA were used. On this basis, average consumption of industrial land during the periods 1985-2001, 1994-2001, 1998-2001, and 2000-2001 was used to project the annual absorption rate for the next twenty-four years. In MSAs where definitional or data compatibility issues are encountered, appropriate adjustments have been made. The demand for industrial land conversion through 2025 was calculated reflecting the foregoing time period.

Referring to Table 1.1-17, the situation with respect to industrial land supply/demand can be readily assessed. In the North Miami-Dade Tier, again MSA 1.1 has no industrial land available, but it is not considered an industrial area. Likewise, in the North-Central Miami-Dade Tier, except MSA 1.3 and 4.6, there appears to be no candidate for additional designations of industrial land. The MSAs in the South-Central Miami-Dade Tier mostly have small or no amounts of industrial land, but correspondingly low absorption rates. In particular, MSAs 1.2, 5.2, 5.5, 5.7, and 6.1 have no vacant industrial land available, but the areas exhibit low absorption rates. Thus, none indicate a need for supplementary supply. The large supply in MSA 6.2 can meet the needs in this Tier. Similarly, no MSA in the South Tier, except 7.6, shows deficient industrial land, and this far western MSA is unique in that it is almost totally outside the UDB, and is not a good industrial location. However, as mentioned in the section on commercial land, only about 40 percent of vacant-industrially zoned land is left for industrial uses. If this were to continue, the countywide depletion year for industrial land will be 2008 instead of 2020.

Table 1.1-17

Projected Absorption of Industrial Land
Miami-Dade County, Florida 2001 - 2025

Tier and Minor Statistical Area	Vacant Industrial Land 2001 (Acres)	Industrial Acres Acres in Use 2001 (acres)	Avg. Annual Absorption Rate 2001-2025 (Acres)	Projected Year of Depletion
<u>North Tier</u>				
1.1	0	0	0.0	--
2.1	6	331	0.0	--
2.2	49	158	1.0	2025+
2.3	103	30	2.2	2025+
2.4	174	1,425	43.3	2005
3.1	<u>635</u>	<u>879</u>	<u>19.2</u>	<u>2025+</u>
Total	967	2,823	65.7	2016
<u>North Central Tier</u>				
1.3	0	7	0.3	2001
3.2	1,840	4,711	149.6	2013
4.1	10	154	0.0	--
4.2	82	721	0.0	--
4.3	23	518	0.0	--
4.4	0	4	0.0	--
4.5	25	139	0.0	--
4.6	5	308	8.0	2001
4.7	45	203	0.1	2025+
5.1	<u>8</u>	<u>53</u>	<u>0.0</u>	<u>--</u>
Total	2,038	6,818	158.0	2014
<u>South-Central Tier</u>				
1.2	0	0	0.0	--
5.2	0	11	0.0	--
5.3	19	74	1.0	2020
5.4	5	148	0.4	2014
5.5	0	88	0.0	--
5.6	0	12	0.1	2001
5.7	0	1	0.0	--
5.8	4	25	0.0	--
6.1	0	0	0.0	--
6.2	<u>743</u>	<u>337</u>	<u>9.0</u>	<u>2025+</u>
Total	771	696	10.5	2025+
<u>South Tier</u>				
7.1	25	31	0.0	--
7.2	273	229	1.6	2025
7.3	88	104	0.0	--
7.4	188	25	1.8	2025+
7.5	335	105	3.7	2025+
7.6	<u>0</u>	<u>0</u>	<u>0.0</u>	<u>--</u>
Total	909	494	7.1	2025+
Grand Total	4,685	10,831	241.3	2020

-- Insignificant population.

Source: Miami-Dade County Department of Planning & Zoning, Planning Division, Research Section, May 2003.

Part Two: Discussion of the Major Issue and Related Issues

CDMP Time Horizons

The time horizons of the CDMP are currently the near-term year 2005 and the long-term year 2015. These time horizons were approximately 10 and 20-year horizons in 1995, and they have receded today to 2 and 12-year horizons. The CDMP also contains a six-year schedule of programmed capital improvements, which is annually updated to always maintain a 6-year time horizon. The Capital Improvement Element (CIE) currently covers the period 2002/03 through 2007/2008.

The near-term period (currently 2005) has been used as the horizon for the Plan's urban development boundary and land use patterns and densities expressed on the Land Use Plan map, as well as for near-term facility planning. The long-term period (currently 2015) is used principally for planning facilities with long-term consequences such as roadways and wastewater treatment and disposal facilities. Accordingly, for long-range planning purposes the general locations considered most appropriate for long-range urban expansion are identified in the Plan, along with long-range population projections and distributions. The extension of the time horizons of the CDMP is now necessary to provide ample periods planning land development and coordinated provision of public facilities and services.

The primary purpose of the Land Use Element is to identify the geographic areas that will be promoted for future development, and to identify the types, patterns, and forms of development desired. The Land Use Plan map and associated text is the principal means of expressing this policy. Within the LUP map, the UDB delineates the overall location and amount of land that will be eligible for urban development during the near term, and the UEA Boundary identifies additional locations that are anticipated to be warranted for urban development in the distant future. Land inside the UDB is eligible for development orders and permits authorizing the urban land uses delineated in the LUP map and text, but land in the UEA is not.

The CDMP has utilized a variety of time horizons since its original adoption in 1975 as noted in the table below.

Table 1.1-18
Time Horizons Used in the CDMP Since 1975

Date of Plan or EAR Adoption	Date of UDB or Equivalent	Date of UEA or Equivalent	Interval Between Adoption and UDB Planning Horizon
1975	1985	2000	10 years
1979	1985	2000	6 years
1983	1990	2005	7 years
1989	2000	2010	11 years
1995	2005	2015	10 years

Source: Miami-Dade County Department of Planning and Zoning, 2003

As shown in this table, the planning horizon or time interval between the date of plan adoption and the target date of the UDB or its equivalent, varied from a 6-year horizon after the 1979 plan update, to an 11-year horizon in 1989. Because of the lead time necessary to plan, finance, permit and develop public facilities as well as private development, it is desirable that the Plan's

time horizons be adjusted so that the near-term interim horizon will be approximately 5 years or more beyond the date that the next EAR (2010) will be prepared, i.e. 2015 UDB. Similarly, because of the extended time periods required to plan and build such public facilities as transportation, public water supplies and wastewater treatment facilities, the year 2025 is warranted as a long-range interim horizon. For example, the time period in the People's Transportation Plan for making improvements to the rapid transit system is 2003-2025. After the Agriculture and Rural Area Study and the South Miami-Dade Watershed Plan are completed, a CDMP application should be filed in 2005 for finalizing the long-term and short-term planning horizons, if necessary.

UDB Capacity and Expansion

Since the CDMP was adopted in 1975, four sets of concerns have been considered when determining whether to change the future land use plan and, in particular, whether, when, and where to amend the plan's UDB. These concerns include 1) supply and demand for land to accommodate projected demand for residential and economic growth; 2) intrinsic environmental suitability of land areas for urban development; 3) availability of, and ability to extend, public services and facilities to serve prospective additional development areas; and 4) compatibility of proximate land uses.

Land Use Policy 8G provides the basic guidance on the concern regarding the need to expand the UDB. This policy states that "The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption). The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in policy 7F. The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy and supplies for neighborhood-and community-oriented business and office uses shall be determined on the basis of localized geography such as Census Tracts, Minor Statistical Area (MSA) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities."

Land Use Policy 8H addresses the concern for intrinsic environmental suitability of land areas for urban development by identifying areas, which should not be considered for urban expansion or avoided based on environmental and resource sensitivities. This policy also identifies the priorities for including areas within the UDB. Policies 8H states the following:

“When considering land areas to add to the UDB, after demonstrating that a need exists, in accordance with foregoing Policy 8 G,

- i) The following areas shall not be considered:
 - a) The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 25 Street, and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;
 - b) Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District;
 - c) The Redland area south of Eureka Drive; and
- ii) The following areas shall be avoided:
 - a) Future Wetlands delineated in the Conservation and Land Use Element;
 - b) Land designated Agriculture on the Land Use Plan map;
 - c) Category 1 hurricane evacuation areas east of the Atlantic Coastal Ridge; and
- iii) The following areas shall be given priority for inclusion, subject to conformance with Policy 8G and the foregoing provision of this policy:
 - a) Land within Planning Analysis Tiers having the earliest projected supply depletion year;
 - b) Land contiguous to the UDB;
 - c) Locations within one mile of a planned urban center or extraordinary transit service; and
 - d) Locations having projected surplus service capacity where necessary facilities and services can be readily extended.

Guidance in the CDMP concerning the availability of, and ability to extend, public services and facilities to serve prospective additional development areas is provided by Land Use Policy 8E which states the following: “The maintenance of internal consistency among all Elements of the CDMP shall be a prime consideration in evaluating all requests for amendment to any Element of the Plan. *Among other considerations, the LUP map shall not be amended to provide for additional urban expansion unless traffic circulation, mass transit, water sewer, solid waste, drainage and park and recreation facilities necessary to serve the area are included in the plan and the associated funding programs are demonstrated to be viable.*” (emphasis added)

Policy 8F provides guidance that is applicable to all land use amendments to the LUP map including UDB changes. This policy states the following:

- “8F. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:
- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
 - ii) Enhance or impede provision of services at or above adopted LOS Standards;

- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
- iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and
- v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective 7, herein.”

The area within the UDB provides enough countywide capacity of residential land to accommodate projected development until 2020, which gives the County an overall capacity of 17 years. Land Use Policy 8G calls for the UDB to contain a ten-year supply of developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent EAR plus a 5-year surplus (a total of 15-year countywide supply beyond the EAR adoption date). On a Countywide basis, there is no need to expand the UDB.

The capacity to sustain projected residential demand for 15 years is an issue for two of the four Planning Analysis Tiers in the County: South Central Miami-Dade and North Miami-Dade (See Figure 1.1-9). The Department, however, is not recommending that the UDB be expanded in these areas at this time. Currently, the depletion year for residential land in South Central Miami-Dade is 2016. The depletion year for the western portion of this tier is 2008. As indicated in the introduction to this issue, any consideration of expanding the UDB south of Tamiami Trail should be delayed until two studies are completed, the Agriculture and Rural Area Study and the South Miami-Dade Watershed Plan, and their recommendations have been reviewed and considered by the Board of County Commissioners. These planning studies can have a significant impact on both the selection of planning timeframes and the UDB capacity analysis.

The North-Miami Dade Tier, which has an estimated depletion year of 2013, has only one location outside the Lake Belt area where an UDB expansion could be considered for residential development. This location, the area bounded by NW 97 Avenue, NW 170 Street and the Homestead Extension to the Florida Turnpike, is the site of the former Lakes of the North CDMP amendment application filed in 2000, which was not adopted. The site is also adjacent to proposed annexations of the cities of Hialeah and Hialeah Gardens. An active limestone mining operation is currently ongoing on the land immediately to the west of the subject area. The noise and vibration resulting from blasting associated with limestone mining poses compatibility problems with residential development if the two uses occur too close to one another. The Planning Advisory Board (PAB) in its review of the annexation application from the City of Hialeah recommended that residential development would not be permitted west of NW 97 Avenue largely due to the impact of rock mining on residences. The Budget and Finance Committee of the Board of County Commissioners on May 15, 2003 voted to support the annexation of the City of Hialeah subject to certain conditions including those of the PAB. An expansion of the UDB in the North-Miami Dade Tier for residential development should not occur at this time.

An expansion of the UDB is not warranted to meet the needs for commercial and industrial lands. In terms of land needed for commercial and industrial development, the updated projections indicate that sufficient vacant land exists on a Countywide basis to accommodate commercial growth through the year 2015 and industrial growth through the year 2020. However, the projected depletion year varies from Tier to Tier. For commercial land, only the South Central Miami-Dade Tier will deplete its supply before 2015. The depletion year for vacant commercial land in the South Central Miami-Dade Tier is expected to be 2011.

Other factors such as the existence of vacant industrial land, the vacancy rate in commercial structures and the type of commercial land needed must be considered in determining the need to expand the commercial land supply. There has been a continuing pattern in which there is much crossover in the use of vacant industrial land for commercial purposes. The availability of vacant industrial land must be appraised before the final determination is made to add more commercial land. The depletion year for industrial land in the South Central Miami-Dade Tier is after 2025.

The depletion year for industrial land exceeds 2015 in every tier except the North Central Miami-Dade Tier, which is expected to be 2014. The analysis of land supply is based on 2001 information, thus, land added by CDMP amendments since 2001 is not included in the calculations of depletion years. The Beacon Lakes Development of Regional Impact and Shoppylane CDMP Amendments added in 2002 a total of 571 acres for industrial development in the North Central Miami-Dade Tier. Thus the supply of industrial land even in the North Central Miami Dade Tier probably exceeds 2015 unless the land is used for other purposes since the absorption rate for industrial land in that Tier is 158 acres per year.

The depletion for industrial land may occur much sooner due to the tendency to use industrially designated land for other purposes. As mentioned in the section on commercial land, only 39 percent of a large sample of vacant industrially zoned acres in 1985 remained either vacant industrial or in industrial use in 2000. If this trend were to continue with currently designated industrial land, the countywide depletion year will be 2008 instead of 2020. A couple of suggestions for revising the Interpretative Text are being included in the Recommendations section of this report to address this concern with the conversion of vacant industrial land for other purposes. These suggestions are the following:

- Develop criteria or standards to determine what commercial uses can be permitted in areas designated as Industrial and Office on the LUP map.
- Revise the text so that applicants for a commercial or residential development on vacant industrially designated land will be required to demonstrate that significant industrial capacity in the area will remain if their development will be approved

Natural Resource Constraints at the Urban Fringe

Unlike many urbanized areas in North America, which are surrounded by abundant forests and farmlands, Miami-Dade County's urbanized area is confined on its east by Biscayne Bay and the Atlantic Ocean and on the west by the Everglades. The limited intervening land in western and

southern Dade is environmentally valuable to all Miami-Dade Countians supporting the economy and quality of life in many ways.

In northwest and west-central Miami-Dade County, the area west of the Turnpike Extension has been identified by water management agencies as critical in maintaining the long-term viability of Miami-Dade's municipal water supplies. The area has been designated by the South Florida Water Management District as part of a buffer area between urban and everglades areas where it is necessary to maintain high water table elevations, traditionally characteristic of this area, to prevent saltwater intrusion into the Biscayne Aquifer; to recharge water supply wellfields throughout north Miami-Dade; to retain surplus stormwater runoff for conservation and later use; and to reduce eastward seepage of groundwater out of the Water Conservation Areas which are located west of the Everglades containment levees (L-30 and L-31N). The area also possesses valuable limestone deposits which are economically important for the construction industry throughout Florida and which would be rendered inaccessible if urbanized. In addition, the area contains two large County water supply wellfields, which will be relied upon to produce the water used in most of northern Miami-Dade County for the foreseeable future. The Northwest Wellfield Protection Plan adopted in 1985 recognized, in particular, the area west of the Turnpike Extension, between Okeechobee Road and NW 12 Street, as an area that is in the critical long-term interest of Dade County to remain free of urban development area for the County's West Wellfield and is similarly critical for the protection of that potable supply.

The area within the Northwest Wellfield Protection Area that was prohibited from urban development was reduced to the area north of NW 25 Street on May 30, 2002 with the approval of the CDMP Amendment Application for the Beacon Lakes Development of Regional Impact (DRI). The applicant for the DRI application received a variance from Section 24-12.1 of the County Code, from the Environmental Quality Control Board (EQCB) on September 13, 2001, which will permit land uses and zoning normally prohibited in the Northwest Wellfield Protection Area, subject to 18 conditions specified in the DERM pre-hearing memorandum.

Miami-Dade County Lake Belt Area. The Miami-Dade County Lake Belt Area provides important functions to the County and State, which include producing approximately ½ of the limestone used in Florida, supplying the largest wellfield in the state and buffering the Everglades from urban development. The lake belt area is bounded on the north by Broward County; on the east in a stair step pattern by the Homestead Extension of the Florida Turnpike (north NW 58 Street), NW 122 Avenue (north of NW 25 Street), 137 Avenue (north of SW 8 Street), SW 157 Avenue (north of theoretical SW 42 Street), and SW 177 Avenue (north of theoretical SW 88 Street); on the south by theoretical SW 88 Street; and on the west by Levee 31 N (south of theoretical SW 34 Street), 177 Avenue and Okeechobee Road. In 1992, the Florida Legislature designated the "Lake Belt" area for a detailed plan to be prepared by a committee with the assistance of the South Florida Water Management District. The purposes of this plan as expressed in the original 1992 legislation are to enhance the water supply for the County and the Everglades; maximize efficient recovery of limestone; and educate the public of the benefits of the plan. (Ch. 373.4149, F.S., 1992.) Additional purposes added by the Legislature in recent amendments to this statute are, among others, to prepare a detailed master plan to implement the adopted recommendations of the Phase-1 Lakebelt Plan; consider a common mitigation plan for wetland filling by non-rockmining uses; further address compatible land uses, opportunities and

conflicts; provide for additional wellfield protection and ensure that the County's Northwest Wellfield maintains its current groundwater classification; and to analyze the hydrological impacts of the planned mining and recommend appropriate mitigation if needed. Section. 373.4191(4) of the Florida Statutes was amended in 1999 to address land use concerns in this area. This amendment states the following "...When amending local comprehensive plans, or implementing zoning regulations, development regulations, or other local regulations, Miami-Dade County shall strongly consider limestone mining activities and ancillary operations, such as lake excavation, including use of explosives, rock processing, cement, concrete and asphalt products manufacturing, and ancillary activities, within the rock mining supported and allowable areas of the Miami-Dade County Lake Belt Plan adopted by subsection (1); provided, however, that lime rock mining activities are consistent with wellfield protection. Rezoning or amendments to the local comprehensive plans concerning properties that are located within 1 mile of the Miami-Dade Lake Belt Area shall be compatible with limestone mining activities. No rezonings, variances, or amendments to local comprehensive plans for any residential purpose may be approved for any property located in sections 35 and 36 and the east one-half of sections 24 and 25, Township 53 South, Range 39 East until such time as there is no active mining within 2 miles of the property. This section does not preclude residential development that complies with current regulations."

Comprehensive Everglades Restoration Plan (Related Issue). Comprehensive Everglades Restoration Plan (CERP) is a framework and guide to restore, protect, and preserve the water resources in an 18,000-square mile area covering 16 counties in central and southern Florida. This plan was designed to capture, store and redistribute fresh water previously lost to tide and to regulate the quality, quantity, timing and distribution of water flows. The plan was approved in the Water Resources Development Act of 2000 and will require 30 years and an estimated \$7.8 billion to complete improvements. CERP is also part of a larger effort to restore the ecosystem and provide for a sustainable south Florida. A strategic plan for this larger effort is being developed under the direction of the South Florida Ecosystem Task Force by federal, state, local and tribal leaders.

One CERP project will definitely have an impact on development activity within the UDB. The Biscayne Coastal Wetlands Project is scheduled to acquire 1726 acres of land for environmental purposes that are located within the UDB. The distribution of this land in terms of land use categories on the LUP map is displayed in Table 1.1-19. Approximately 18 percent of the land or 316 acres is designated on the LUP map as Environmental Protection or Environmentally Protected Parks with the remainder designated for urban uses. The land identified within the UDB as proposed for acquisition for environmental programs amounts to a loss of about 6,500 units on 1258 acres at the maximum plan densities. The Minor Statistical Areas affected would be 7.1 and 7.5 in South Miami-Dade County. In addition, the County's Environmental Endangered Lands Program has proposed acquisition of 651.2 acres that are currently designated on the LUP for residential uses.

Table 1.1-19

2003 LUP Map Designations of Proposed CERP Acquisition Lands within the UDB

LUP Map Designation	Acreage	Percentage of CERP Land
Environmentally Protected Parks	156.597	9.07
Environmental Protection	159.408	9.23
Estate Density Residential	459.31	26.60
Low Density Residential	725.53	42.02
Low-Medium Density Residential	73.32	4.25
Office/Residential	79.548	4.61
Industrial & Office	49.11	2.84
Business & Office	<u>23.608</u>	<u>1.37</u>
Total	1726.43	99.99

Source: Department of Planning and Zoning, 2003

The land use policies and related material in the CDMF were assessed for compatibility with the objectives of CERP and other environmental studies. Objective 3 and Policy 3C in the Land Use Element, which address development activities and the protection of natural resources and system, need to be updated to reflect CERP and other current environmental programs. Land Use Policy 8H, which identifies areas not to be considered for UDB expansion, should be revised to include CERP areas. Revisions to such sections or subsections as Open Land Subareas, Environmental Protection Subareas, and Agricultural Subarea 1 and Future Natural Resources are needed in the Land Use Plan Interpretative Text. A Public Lands Acquisition Map should be created that depicts the proposed acquisition areas of CERP and other environmental programs. Figures 4 (Open Lands Subareas) and 5 (Environmental Protection Subareas) should be revised. In the Conservation, Aquifer Recharge and Drainage Element, a new policy should be added to encourage consistency between CERP objectives and requested wetland alteration projects

Retention of Agricultural Lands (Related Issue). Although Miami-Dade County is best known for its urban areas and natural features, agriculture is a substantial industry. During the 1997-98 season, Miami-Dade County agriculture had an annual economic impact of \$1.08 billion and created 14,795 jobs. Major agricultural crops produced in the County include traditional and tropical vegetables, tropical fruits, and ornamental nursery and greenhouse products. Miami-Dade County farms also produce smaller quantities of seed crops, livestock, and aquaculture species. The majority of these commodities are exported out of the County to the State, national and international markets.

The preponderance of the County's agricultural lands is located outside the UDB and south of Tamiami Trail. In 2001, there were 80,350 acres of agricultural land in the County. Of this total, 12,889 acres are located within the UDB, and 67,461 acres are outside the UDB. Other factors impacting the amount of land in agriculture include government purchase of agricultural lands for environmental or water management purposes. According to the University of Florida, over 10,300 acres of agricultural lands were purchased by government agencies between 1975 and 1988. By 2025, it is estimated that the amount of agricultural land in Miami-Dade County will decrease to 53,966 acres, and that no agricultural land will remain inside the UDB. Data collected from 1995 indicates that approximately 4,082 acres of land zoned as agricultural or general use has been rezoned to a higher density classification. Table 1.1-20 shows the number of rezonings per year broken into acreage categories. All rezonings have occurred within the urban development boundary (UDB) where such zoning is consistent with the CDMF. Any

request to rezone agricultural land outside the UDB must be accompanied with an amendment to the CDMP.

Between 1995 and 2002, five applications for CDMP amendments were filed requesting a land use designation change from agriculture to a more intense urban form. Four of these applications were either withdrawn or denied and one application was approved. The approved application, adopted by the Board of County Commissioners in April 2000, converted 127.87 acres of agricultural land inside the UDB to a combination of business, office, industrial and residential uses. Although this parcel was shown on the CDMP as agricultural, it represented an infill site since the parcels to the west, south and east were developed as planned by the CDMP. During the 1995-2002 timeframe, no agriculturally designated land outside the UDB was converted to an urban use. This information indicates that Miami-Dade County has been successful in retaining agricultural uses outside the UDB as designated by the CDMP.

Table 1.1-20
Agricultural Rezoning 1995-2002

Year	Applications < 20 acres		Applications 20 - 50 acres		Applications >50 acres	
	Number	Acres	Number	Acres	Number	Acres
1995	15	58.83	3	97.89	2	183.82
1996	35	210.88	5	186.31	4	311
1997	3	12.48	0	0	0	0
1998	9	62.57	9	244.73	0	0
1999	11	83.70	3	99.9	0	0
2000	5	19.24	2	72.04	0	0
2001	10	26.94	2	79.39	3	1,677.04
2002	<u>46</u>	<u>181.99</u>	<u>5</u>	<u>158.19</u>	<u>4</u>	<u>302.42</u>
Total	134	656.64	30	938.45	14	2,474.28

Source: Department of Planning and Zoning, 2003

In 1997 there were 1,576 farms in Miami-Dade County. Over 80 percent of these farms are less than 50 acres, although the number of farms that are 500 acres or more increased from 36 in 1992 to 49 in 1997. Large farms (500 acres or more) manage over 50 percent of the County's agricultural lands.

Despite the economic impact and diversity of Miami-Dade County agriculture, the industry faces a number of challenges. Between 1994 and 2000, the acreage in agricultural production decreased by 9,985 acres. There are a number of reasons for this decrease, including after-effects of Hurricane Andrew, the implementation of NAFTA, the citrus canker eradication program, flood events, and urban development. Residential development at one unit per five acres is permitted on lands designated "Agriculture" on the CDMP's Future Land Use Plan Map and located outside the UDB. As a result, the development of five-acre "ranchettes" in core agricultural areas continues to consume agricultural land.

In response to these challenges, the 1995 EAR recommended that the County conduct "a study of farmland retention issues and opportunities in Dade County". As part of the 1995-96 EAR-based amendments, Policy 8D. was added to the Future Land Use Element. Policy 8D states "Miami-Dade County shall conduct a farmland retention study to examine the economic prospects for continued viable agricultural activity in Miami-Dade County, potential obstacles and feasible alternative strategies, including land use planning strategies, that should be

considered to retain viable agricultural activity in Miami-Dade County. If warranted, this study should seek to identify an area that should be reserved for agricultural land use opportunities over the long term, beyond the time horizon of the CDMP. This study should be initiated in 1996 and concluded within 2 years after its commencement.”

In order to implement Policy 8D, in 1996 Miami-Dade County issued a Request for Proposals for the Agriculture and Rural Area Study, and the Miami-based consulting firm of Duany Plater-Zyberk & Company was selected. Community concerns about the scope of services and unforeseen complexities in negotiating the consultant contract considerably delayed finalization of the contract. As a result of these concerns, over 50 hours of community meetings were held to revise the scope of services, and a significant portion of the data and analysis was bifurcated into a separate but related study conducted by the University of Florida under contract to the Florida Department of Agriculture and Consumer Services. The consultant contract with Duany Plater-Zyberk was executed in November 2000, and work on the Study commenced in May 2001.

The purpose of the Agriculture and Rural Area Study is to collect and analyze data concerning the long-term economic outlook of Miami-Dade County’s agricultural industry, and develop recommendations to enhance the industry’s economic viability. The Study will also recommend compatible uses for surplus agricultural lands. The Study is occurring over a 26-month period, and is targeted for completion in July 2003. The Study Area includes all lands: identified as Agriculture on the Comprehensive Development Land Use Plan’s adopted 2015 Land Use Plan Map, and/or; zoned AU (Agricultural), and/or; that have an agricultural exemption, and/or; that are currently in agricultural use. The County has also established a 16-member Citizens’ Advisory Committee, comprised of representatives from agricultural and community interests, to ensure active public participation in the Study, and in December 2002 held a charrette in order to receive broad community input.

As noted above, it is anticipated that the study recommendations will be finalized by July 2003. After they are finalized, these recommendations will be presented to the Board of County Commissioners for their consideration. It is anticipated that implementation of some of these recommendations will require CDMP amendments. To the maximum extent feasible, these amendments will be requested during the October 2003-04 CDMP amendment cycle.

Analysis of Environmentally Sensitive Acreages and Natural Resources Lost Due to Development from 1995 through Present (Related Issue) An analysis of environmentally sensitive acreages and natural resources has reviewed records from 1995 through present on permits for cut and fill, rock mining, and wetlands to determine the sensitive acreage lost to development. This information formed the basis for evaluating the effectiveness of current CDMP objectives for the Coastal Management and Conservation, Aquifer Recharge and Drainage Elements in the second chapter of this report. According to the Miami-Dade County Department of Environmental Resources Management, a total 352 cut and fill permits were issued between 1998 and April 2003 in the following four drainage basins: Basin B, Bird Drive, North Trail and Western C-9.

Table 1.1-21
Estimated Cut and Fill Permit Data by Basin 1998-April 2003

Basin Name	Permits (number)	Project Size (acres)	Retention Area Required (acres)
Basin B	100	2,515.14	769.17
Bird Drive	198	3,978.19	1,035.15
North Trail	49	1,370.34	319.89
Western C-9	5	498.2	301.5
Total	352	8,361.87	2,425.71

Source: Department of Environmental Resources Management, Stormwater Control Section, 2003

More than 50% of the rock used for construction and road building in the State of Florida is estimated to come from an 80 square mile area in the northwestern portion of the County. Each year approximately 300 acres of wetlands are transformed into lakes that are up to 80 feet deep. The lime rock from the lake excavation is used to make asphalt, cement, roads, septic tank drainfields and treatment plant filters. As reported by the DERM, 15 new permits for rock mining in wetlands areas were issued since 1995, which brings the total to 33 active rock mining operations in wetlands areas. Between 1988 and 1994, permits were issued to allow approximately 4044 acres to be mined in wetlands areas. Permits issued since 1994 will allow approximately 4,592 acres to be mined; an increase of approximately 13.6% from those approved during the previous EAR period. According to rock mining reports filed on an annual basis, over 2,900 acres of lime rock were mined from quarry activities between 1995 and 2001.

A total of 16 wetlands permits were issued between 1995 and 2002 resulting in nearly 100 net acres of wetlands being created. During this period, 92.8 acres were impacted by development and 192.2 acres of wetlands were created. This analysis does not include 72 acres of wetlands, which were donated to Everglades National Park, enhanced wetlands, monetary contributions to the FPL Mitigation Bank, or wetlands created in the Everglades Mitigation Bank in South Miami Dade County

Need for Compact Urban Development. To accommodate future population growth and to protect our natural resources the County needs to consider ways for encouraging compact urban development. While the County currently has sufficient supply of land for urban purposes, the current depletion year of 2020 for residential land indicates based on the 15-year supply requirement that a need to consider expansion of the UDB could occur as early as 2005. The completion of the South Miami-Dade Watershed Plan in 2005 will provide an opportunity to expand the UDB boundary if needed. Subsequent to the completion of the South Miami-Dade Watershed Plan in 2005, land development capacity and interim planning time horizons will be reevaluated in accord with the recommendations of that plan.

In 2001, Miami-Dade County had 240,370 acres of developed land; 99,355 acres or 41 percent of which was residential. Of the residentially developed area, 78,520 acres or 79 percent was developed with single-family detached homes. Excluding the street network required to serve these subdivisions, this constitutes 33 percent of the developed area of the county. As density directly affects land consumption it, in turn, affects the need to expand the UDB and extend associated service delivery programs.

One way to reduce the land consumption rate and protect the natural resources such as the Everglades is to provide residents an alternative to the sprawl pattern of development that has occurred in the United States since World War II. Segregated land uses, low residential densities and heavy dependence on automobiles characterize suburban sprawl. Vehicular traffic controls the form and scale of development. The streetscape, especially in commercial areas, is dominated by parking lots. Sprawl does offer some advantages such as more private open space for individual property owners and cheaper development costs for developers.

The alternative to sprawl is compact urban development which was the prevailing development pattern found in American cities and towns prior to the end of World War II. Walkable neighborhoods and mixed-use development characterized the need for compact urban development or “urban villages.” Small density increases lead to significant land savings. In the 2001 publication of the National Governors Association, *New Community Design to the Rescue*, it is reported on pages 36 and 37 that the rate of vehicles miles traveled per household is reduced 15 to 25 percent when moderate increases in densities are combined with such other measures such as transit oriented development, mixed uses with employment opportunities, pedestrian and cycling improvements, and parking management. Today’s diversity of households includes young single people, childless couples, and parents with children, empty nesters and retirees. Mixing housing types in a well designed, walkable community allows all of these groups to continue to live in the same community, as their housing needs change. Walkable communities also provide greater independence for children, seniors, low-income persons and others who may lack ready access to cars. These alternatives will not completely replace the existing market desire or need for single family residential development in the west, but can bring it more into balance with the opportunities for urban village lifestyle, for which the market demand is steadily increasing.

South Dade Watershed Management Plan. The purpose of the South Dade Watershed Management Plan is to formulate an integrated land use and water management strategy for southeastern Miami-Dade County that will ensure the protection and enhancement of the environmental, economic and community values of Biscayne National Park. The Plan will comprehensively address the use and management of the land as well as the quality, quantity, timing and distribution of both ground and surface water. It will help establish stormwater treatment performance standards and infrastructure requirements that are based on the water quality impacts of varying land uses, and an areawide long- range land use plan. In addition to stormwater management practices, the plan will evaluate and may recommend best management practices for land development and changes to long-range land use practices and development standards. The identification and establishment of long-term, balanced land uses and development practices that promote surface and groundwater protection is indispensable to the future viability of the region. Only through properly designed stormwater treatment systems will the quality of the water upon which all depend be assured. The Plan will be based on a study that calculates and projects pollutant loading into receiving waters; pollutant loading reduction levels required to protect the natural system; the quantity, distribution and timing of freshwater discharges to Biscayne Bay; and canal conveyance capacities. As stated in Land Use Policy 3E of Miami-Dade County’s Comprehensive Development Master Plan (CDMP), the Watershed Plan must fulfill the following specific objectives:

- Identify and protect lands, including their uses and functions, that are essential for preserving the environmental, economic, and community values of Biscayne National Park;
- Identify and establish mechanisms for protecting constitutional private property rights of owners of land identified above;
- Support a viable, balanced economy including agriculture, recreation, tourism, and urban development in the Plan area; and
- Assure compatible land uses and zoning decisions in the Study Area consistent with long-term objectives for a sustainable South Miami-Dade

The Watershed Plan encompasses most of the major surface water basins in southeast Miami-Dade County, an area that covers approximately 400 square miles. The northern boundary of the planning area is formed primarily by the Tamiami Trail, and the Krome Avenue/U.S. 1 Corridor forms the western boundary roughly. The eastern boundary coincides with the eastern boundary of the C-3 Canal Basin south of Tamiami Trail to approximately SW 80th Street, and from there continues south in an irregular fashion to approximately SW 128th Street, where it follows the shoreline.

A 26-month consultant contract for preparation of the Watershed Plan is scheduled for execution in June of 2003. The Watershed Plan will include recommendations pertaining to land use that will form the basis for proposed amendments to the CDMP

Linkage of Land Use and Site Planning with Access Management both Within and Outside the UDB (Related Issue)

In reviewing the Traffic Circulation Subelement and Land use Element the following policies were found relating to access management:

Traffic Circulation Subelement

Objective 1. This objective does not directly address the linkage of land use with access management. However, Policy 1H of this objective requires the County and the Metropolitan Planning Organization (MPO) to coordinate with the Florida Department of Transportation (FDOT) to develop feasible strategies and mechanisms to minimize local traffic impact on Florida Intrastate Highway System (FIHS) facilities. FDOT's Access Management Classification System and Standards for state roadways addresses this issue by linking land use with access to state roadways both inside and outside the Urban Development Boundary (UDB).

Objective 3. This objective emphasizes the need for a safe and efficient management of traffic flow. Policy 3A under this objective requires the County to provide an adequate, properly designed and safe system for controlling vehicular accessibility to major thoroughfares through adopted design standards and procedures, which at a minimum address:

Adequate storage and turning bays;
 Spacing and design of median openings and curb cuts;
 Provision of service roads;
 Driveway access and spacing; and
 Traffic operations.

Miami-Dade County through Sections 28-14(B)(7), Marginal Access Streets, and 33-133, Rights-of-way Plan and Minimum Width of Streets and Ways, of Code of Miami-Dade County and the Public Works Manual implements this objective and policy. Section 28-14(B)(7) requires that any subdivision which abuts with or contains an existing limited access highway, freeway, parkway or arterial streets, to provide a marginal access street or other such treatment as may be necessary for adequate protection of residential property and to afford separation of through and local traffic. Section 33-133 provides the minimum right-of-way widths for public ways in the unincorporated area of the County.

Objective 5. This objective requires the County's Traffic Circulation system to protect community and neighborhood integrity. Implementation of this objective requires access management. Major thoroughfares and intersections should be located and designed in a manner which would not tend to sever or fragment land which is, or could otherwise be developed as a well-defined neighborhood.

Objective 6. This objective requires the County to plan and develop a transportation system that preserves environmental sensitive areas and natural resources. Implementation of this objective requires access management. Policy 6B prohibits the construction of land access interchanges in locations that would provide access to environmental protection areas, natural areas or other areas to be conserved. Policy 6C, on the other hand, provides for transportation facilities which may traverse environmental protection or conservation areas to be limited access facilities and designed in a manner which minimizes the negative impact upon the natural system

Land Use Element

No objective or policy under this element makes reference to access management. However, Guideline No. 2 in the "Guidelines for Urban Form" Section of the Interpretative Text for Land Use Plan map requires that the section line, half section line and quarter section line road system form a continuous network, interrupted only when it would destroy the integrity of a neighborhood or development, or when there is a significant physical impediment. Pedestrian and vehicular traffic networks should serve as physical links between neighborhoods, with multiple points of access between neighborhoods. Furthermore, the "Strips and Nodes" Section of the Interpretative Text recognizes that extension of commercial strip depth beyond the mid-block to the frontage of an interior street does not necessarily authorize vehicular access on that interior street, and such access may be prohibited if it would be incompatible with neighboring development. The implementation of these guidelines requires access management.

As explained above, FDOT adopted in 1991 the State Highway System Access Management Standards (Chapter 14-97). This rule chapter adopts an access classification system and standards for regulating access to the State Highway System. It regulates and controls vehicular ingress to, and egress from, all State roadways. The implementation of the classification standards is intended to protect public safety and general welfare, provide for the mobility of people and goods and preserve the functional integrity of roadways on the State Highway System. The FDOT District VI has Class recommendations for Miami-Dade and Monroe Counties, which list the access class for all State roads throughout both counties.

In conclusion, Miami-Dade County and the FDOT have regulations and design standards in place that address the linkage of land use with access management. Moreover, the Traffic Circulation Subelement has objectives and policies, which address the linkage of land use with access management. However, a policy or policies linking land use and access management should be added under Objective 9 of the Land Use Element for internal consistency with the Traffic Circulation Subelement.

Identification of CDMP Elements Impacted by Issue and Assessment of Each Objective Impacted in Elements

The UDB and CDMP time horizons are tools used to manage growth and control the adverse impacts of suburban sprawl. Thus, all the elements of the CDMP are affected by the issue of CDMP time horizons and UDB capacity and expansion. The issue of CDMP time horizons and UDB capacity and expansion is key to the Land Use, Housing, and Recreation and Open Space Elements since it impacts the supply of land available for development. Since the UDB helps control the consumption of natural resources and agricultural lands, the elements of Land Use, Coastal Management, Recreation and Open Space, and Conservation, Aquifer Recharge, and Drainage are impacted. The UDB and CDMP time horizons are tools for controlling public expenditures and the provision of services, thus, the elements of Capital Improvements; Educational; Transportation; Recreation and Open Space; Educational; Conservation, Aquifer Recharge; and Drainage and Water, Sewer and Solid Waste are affected. Since one city, Homestead, has extended the city boundary beyond the UDB, this issue also impacts the Intergovernmental Coordination Element.

A number of Objectives and Adopted Text in the various Elements and Subelements relate directly or indirectly to the issue of CDMP time horizons and UDB capacity and expansion. The objectives impacted include: Land Use Objectives 1-3 and 7-9; Traffic Circulation Objectives 1 and 4; Mass Transit Objectives 1 and 2, Aviation Objectives 6-8; Housing Objectives 2, 3 5 and 6; Conservation, Aquifer Recharge, and Drainage Objectives 3-5; Water and Sewer Objectives 2-4, and 6; Solid Waste Objectives 1-3; Recreation and Open Space Objectives 1, 2 and 5; Coastal Management Objectives 4, 9 and 10; Intergovernmental Coordination Objectives 1 and 3; Capital Improvements Objectives 1 and 3-5; and Educational Objectives 1 and 2.

Adopted Text also provides policy guidance. Adopted text that is impacted by this issue includes such sections and subsections as Gross Residential Density, Urban Development Boundary, Urban Expansion area, Coordinated–Managed Growth, Plan Amendments and Ultimate Development Area in the Interpretative Text of the Land Use Element and in the Capital Improvements Element such sections as Existing Programs, Concurrency Management Program and Implementation Schedules of Improvements. For the related issue of CERP, the applicable adopted text in the Land Use Element includes such sections and subsections as Agricultural Subarea 1 (East Everglades Agricultural Area), Open Land, Environmental Protection and Future Natural Resources.

The objectives most significantly impacted by the findings of this issue review are Objectives 1, 2, 3, 8 and 9 in the Land Use Element, Objective 1 in the Traffic Circulation Subelement, Objective 7 in Conservation, Aquifer Recharge, and Drainage Element and Objective 1 in the Intergovernmental Coordination Element. Land Use Objective 1 needs to be revised so that the

target date for emphasizing intensification and contiguous urban expansion should match the interim long term planning horizon of 2025. A new policy is needed under Land Use Objective 1 to provide for a study to review the various smart growth programs being adopted in other states and regions and identify specific enhancements that should be adopted into County policies, plans and programs to effect greater efficiencies in the utilization of its land, environmental and fiscal resources, while continuing to promote the qualities of life desired. Land Use Objective 2, which requires land used decisions including urban expansion to be based on providing to all urbanized areas by the year 2005 public services that meet all level of service (LOS) standards, should be revised so that the target date is extended to 2010. Land Use Objective 3 and Policy 3C, which address development activities and the protection of natural resources and systems, should be updated to reflect CERP and other current environmental programs. Land Use Policy 8H, which identifies areas not to be considered for UDB expansion, should be revised to include CERP areas. A policy or policies linking land use and access management should be added under Land Use Objective 9 for internal consistency with the Traffic Circulation Subelement. Objective 1 of the Traffic Circulation Subelement needs to be revised so that the target date for meeting LOS standards is extended to 2010. A new policy under Objective 7 in Conservation, Aquifer Recharge, and Drainage Element should be added to encourage consistency between CERP objectives and requested wetland alteration projects.

Summation of the Social, Economic and Environmental Impacts on the CDMP, if Applicable

The promotion of compact development as an alternative to suburban sprawl in the CDMP can have a wide range environmental, social and economic effects on the County. Segregated land uses, low residential densities and heavy dependence on automobiles characterize suburban sprawl. Depending solely on automobiles for getting to destinations contributes to greenhouse gas emissions and increases the risk of car crashes due increases in auto use and miles traveled. Environmental impacts with sprawl include increase air pollution from more trips by vehicles, lost of open space and agricultural land due to the consumption of land for urban purposes and increased water pollution from runoff.

Social impacts of sprawl may include “road rage” and the lack of time that people have for participating in community events and organizations during the workweek. The incidences of “road rage” may be related to the frustrations of commuters stuck on congested roadways. Because people spend so much time commuting between work and home, they may not have the time or energy to give to community events and organizations. The sense of community could be impacted by reduced participation.

Sprawl can have adverse economic impacts to businesses, governmental agencies and people. Businesses are impacted by employees who lose work time due to long commutes and being stuck in traffic. Infrastructure costs including maintenance can be higher with sprawl development. Infrastructure takes more land per housing unit to service low- density development than higher density development, simply because dwelling units are further apart .As reported in *Whither Eastward Ho!* that was prepared by The Growth Management Institute, a study by Rutgers University indicates that continued sprawl into the Everglades ecosystem of

Southeast Florida would cost taxpayers an additional \$1.1 billion annually to pay for public services.

Sprawl can adversely impact the health costs for individuals and families. It discourages physical activity such as walking and cycling, which can lead to obesity and such health problems as high blood pressure and diabetes. Sprawl increases the potential and promotes pedestrian injuries and fatalities since the roads are designed primarily to move traffic.

Compact urban development has been recognized by many for the benefits it can provide, particularly in fast growing metropolitan areas. Compact development is often touted as a fundamental way to combat sprawl and create a complete and livable community. Higher density development houses people more efficiently on land thereby reducing the need to extend the reach of public facilities and service delivery programs and the need to urbanize environmentally sensitive or poorly suited land. Compact development fosters social interaction that helps create a cohesive community and can provide a sense of comfort and security as an alternative for many who may experience a feeling of isolation in the suburbs. This form of development reduces dependency on the automobile by making it easier for walking or bicycling to destinations and encourages independence for the elderly, the young and others who do not drive or have access to a private motor vehicle. Building at moderately higher densities lowers infrastructure costs for all taxpayers because the costs are shared by more people who, in turn, free tax revenue to support other community needs or amenities.

Conclusions and Proposed Revisions

The issue of Comprehensive Development Master Plan (CDMP) time horizons and Urban Development Boundary (UDB) capacity and expansion impacts both the Land Use Plan (LUP) map and all the elements of the CDMP. The time horizons of the CDMP are currently the near-term year 2005 and the long-term year 2015. These horizons are reflected on the LUP map as the 2005 UDB and the 2015 Urban Expansion Area (UEA) boundary.

The Department is recommending that the planning horizons for the CDMP be updated to year 2015 for the near term and UDB and to year 2025 for the long term and UEA boundary. Because of the lead time necessary to plan, finance, permit and develop public facilities as well as private development, it is desirable that the Plan's time horizons be adjusted so that the near-term horizon will be approximately 5 years or more beyond the date that the next EAR (2010) will be prepared. Similarly, because of the extended time periods required to plan and build such public facilities as transportation, public water supplies and wastewater treatment facilities, the year 2025 is warranted as a long-range horizon.

The area within the UDB provides enough countywide development capacity of residential land to accommodate projected development until 2020, which gives the County an overall capacity of 17 years. Land Use Policy 8G calls for the UDB to contain a ten-year supply of developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent EAR plus a 5-year surplus (a total of 15-year countywide supply beyond the EAR adoption date). On a Countywide basis, there is no need to expand the UDB.

The capacity to sustain projected residential demand for 15 years is an issue for two of the four planning tiers in the County, South Central Miami-Dade and North Miami-Dade. The Department, however, is not recommending that the UDB be expanded in these areas at this time. Currently, the depletion year for residential land in South Central Miami-Dade is 2016. The depletion year for the western portion of this tier is 2008. As indicated in the introduction to this issue, any consideration of expanding the UDB south of Tamiami Trail should be delayed until the Agriculture and Rural Area Study and the South Miami-Dade Watershed Plan are completed and their recommendations have been developed and considered by the Board of County Commissioners. These planning studies can have a significant impact on the both the selection of planning timeframes and the UDB capacity analysis. Thus, the Department is proposing a phased CDMP EAR update. The initial 2003 EAR would result in short-term EAR-based plan amendments that are in compliance with statutory requirements and address the other agreed upon major issues. Additional follow up amendments will be prepared in 2005 at the conclusion of the Watershed planning effort.

The North-Miami Dade Tier, which has an estimated depletion year of 2013, has only one location outside the Lake Belt area where an UDB expansion could be considered for residential development. This location, the area bounded by NW 97 Avenue, NW 170 Street and the Homestead Extension to the Florida Turnpike, is the site of the former Lakes of the North CDMP amendment application filed in 2000, which was not adopted. An active limestone mining operation is currently ongoing on the land immediately to the west of the subject area. The noise and vibration resulting from blasting associated with limestone mining poses compatibility problems with residential development if the two uses occur too close to one another. Thus, the Department is not recommending an expansion of the UDB in the North-Miami Dade Tier at this time.

The County can, however, take action at this time to encourage compact development, which will reduce the pressure to expand the UDB and support efforts to restore the Everglades. The passage by the voters of the initiative for the People's Transportation Plan on November 5, 2002 not only presents an opportunity to improve public transportation but also presents an opportunity to address the issue of compact development. The development patterns of metropolitan areas are influence by the modes of transportation available. The plan proposes to expand Metrorail by 88.9 miles, double the County's bus fleet, and relieve traffic congestion through major road improvements.

The specific recommendations for this issue and related issues are the following:

1. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the current text of the plan encourages the intensification of development at these centers over time. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential

uses is encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Community-scale Urban Centers will be planned and designed to serve a localized community.

A total of eleven additional Community Urban Centers should be designated on the LUP map. General locations have been identified for eight stations on the proposed north Metrorail corridor along NW 27 Avenue between NW 79 Street and the Florida Turnpike. Community Urban Centers should be centered on all eight station locations. A Community Urban Center should be located in Florida City at the southern terminus of the Busway extension. The southwest corner of SW 88 Street and SW 157 Avenue should be the focal point for another Community Urban Center. This site, the location of the proposed Kendall Town Center, will include a transit facility. Another Community Urban Center can be centered on the site of Midway Mall at Palmetto Expressway and Flagler Street. This site, which includes a bus transfer center, has nearby commercial land that could be more intensely developed.

2. The Metropolitan Urban Center that is located adjacent to the Miami International Airport at NW 42 Avenue should be moved east on the LUP map to the site of the Miami Intermodal Center (MIC). The MIC is an excellent location to promote intensification of development since the people mover to the airport and two commuter rail lines, Metrorail and Tri-Rail, will serve the area. Metropolitan Urban Centers accommodate a concentration and variety of uses, which will attract large numbers of both employees and visitors.
3. Miami-Dade County should partner with the Metropolitan Planning Organization and affected municipalities to establish a systematic program that will produce transit-oriented development (TOD) plans for the areas within $\frac{1}{4}$ to $\frac{1}{2}$ mile around all MetroRail and South Dade Busway stations. A phasing program should be established to initiate and formulate updated or new station area plans. A similar process was used in the late 1970's and early 1980's to produce the Station Area Design & Development Plans as the Metrorail was being planned. New station plans should be considered for the new Palmetto Station area and the MIC area. Once the general locations of new station areas have been identified, plans for developing the areas around new stations should be considered. The phasing priorities should be based on such conditions as locations and amounts of undeveloped and underutilized land providing development and redevelopment opportunities, ownership, land use patterns, infrastructure and service levels, recent and nearby development activity, and expressions of interest in cooperating by the municipalities. In addition the review should identify regulatory reforms that would invite, and not impede, transit-oriented development in the station areas. The source of this recommended suggestion is Recommendation No. 1 in the *Residential Density Feasibility Study* that was prepared in 2001 by the Department.
4. The CDMP Guidelines for Urban Form currently recommend that, within the expansive residential areas of the County, higher residential densities should occur in "activity nodes" and in the transition areas around these nodes. However, the CDMP language does not provide sufficient flexibility in the Low-Density category to readily permit

dwelling types other than single-family detached dwellings. The Land Use Plan interpretative text is recommended to be modified to allow approval of up to 10 dwelling units per acre in these areas, coupled with any other adjustment to the Guidelines that may warrant clarification. The source of this recommended suggestion is Recommendation No. 2 in the *Residential Density Feasibility Study*.

5. If the County expects to attain public acceptance for compact development, it is going to have to address infrastructure needs and other noted citizen concerns. The County should focus on implementing measures and programs to achieve higher densities in areas that already have the appropriate land use designation on the LUP map. A comprehensive planning program is needed that emulates the successful Smart Growth efforts of other major metropolitan areas. Smart growth is an approach to focusing development in areas where it will build community, protect environmental amenities, promote fiscal health and help keep taxes low. The County is already using some of the tools of Smart Growth such as the urban services boundary (the UDB) and preservation of critical environmental areas and open spaces. A study is recommended that will review the various smart growth programs being adopted in other states and regions and identify specific enhancements that should be considered for adoption into County policies, plans and programs to effect greater efficiencies in the utilization of its land, environmental and fiscal resources, while continuing to promote the qualities of life desired. Among other “smart growth” strategies, consideration should be given to: a) further focus infrastructure and service resources toward improving conditions in currently developed areas and areas recommended on the LUP map for increased density; b) identify areas where further streamlining of regulations and procedures can help expedite permitting; and c) create incentives for municipalities to promote compatible densification and intensification of development. The source of this recommended suggestion is Recommendation No. 6 in the *Residential Density Feasibility Study*.
6. A density incentive for good urban design needs to be developed for properties with the land use classification of “Medium-High Density Residential Community.” The maximum density permitted in unincorporated areas outside of Urban Centers by the Zoning Code is 50 units per net acre. The residential land use category compatible with this density is Medium-High Density Residential Community.” The current approach in the CDMP of granting for good urban design a one-density increase or a two-density increase in land use classification on a property is not viable for properties already at the maximum density permitted, excluding Urban Centers, for unincorporated Miami-Dade County. The text needs be rewritten to provide a density bonus to encourage good urban design for properties with a Medium-High Density designation.
7. A mixed-use residential land use classification should be added to the Land Use Plan (LUP) map and the Land Use Plan Interpretative Text. The mixed- use residential classification will facilitate the development of walkable and transit-supportive neighborhoods and corridors. A mixed-use residential category will provide the flexibility to create places that are diverse, sociable and reflective of business and technology. The charrettes that the County has prepared with the public for Metropolitan and Community Urban Centers are designating areas for mixed use. This designation

will also improve the compatibility between the LUP map and the municipal plans such as the one for South Miami that already have this type of land use designations. Green space and open space provisions should be provided in this category for the residents of mixed-use projects that stand-alone.

8. The Land Use Plan Interpretative Text needs to be revised to permit under certain conditions in areas designated as “Industrial and Office” or “Business and Office” live/work and work/live spaces such as lofts for artists and small business owners. This revision is in keeping with the national trend for renovating existing commercial or industrial structures to create lofts. These types of land use configurations do offer residents the advantage of little or no commuting to work. A live/work space is predominately residential with commercial activity as a secondary use. A work/live space is primarily commercial or industrial work activity with residential activity as a secondary use. Guidelines should be developed for locating live/work or work/live areas so that adverse impacts can be minimized to both residents and businesses. Additional guidelines can address such concerns as identifying appropriate uses for live/work or work/live areas and provide measures to prevent mixed-use structures from eventually being used for purely residential purposes, which has been a problem in cities with loft developments in industrial areas.
9. A policy or policies linking land use and access management should be added under Objective 9 of the Land Use Element for internal consistency with the Traffic Circulation Subelement.
10. The depletion year for industrial land may occur much sooner than projected due to the tendency to use industrially designated land for other purposes. As mentioned in the section on commercial land, only 39 percent of a large sample of vacant industrially zoned acres in 1985 remained either vacant industrial or in industrial use in 2000. If this trend were to continue with currently designated industrial land, the countywide depletion year will be 2008 instead of the currently projected year of 2020.

The Interpretative Text of the Land Use Element needs to be revised to address this concern with the conversion of vacant industrial land for other purposes. The commercial uses that could be permitted in areas designated as Industrial and Office on the LUP map should be identified or criteria or standards need to be developed for identifying such uses. A requirement to demonstrate that significant industrial capacity in the area will remain needs to be developed for applicants seeking to convert vacant industrially designated land to a commercial or residential use.

11. Several revisions are needed to insure that the adopted portions of the CDMP are compatible with the objectives of the Comprehensive Everglades Restoration Plan (CERP) and other environmental studies. Objective 3 and Policy 3C in the Land Use Element, which address development activities and the protection of natural resources and system, need to be updated to reflect CERP and other current environmental programs. Land Use Policy 8H, which identifies areas not to be considered for UDB expansion, should be revised to include CERP areas. Revisions to such sections or

subsections as Open Land Subareas, Environmental Protection Subareas, and Agricultural Subarea 1. and Future Natural Resources are needed in the Land Use Plan Interpretative Text to insure compatibility. A Public Lands Acquisition Map should be created that depicts the proposed acquisition areas of CERP and other environmental programs. Figures 4 (Open Lands Subareas) and 5 (Environmental Protection Subareas) should be revised. In the Conservation, Aquifer Recharge and Drainage Element, a new policy should be added to encourage consistency between CERP objectives and requested wetland alteration projects.

Appendix 1.1A Land Use Plan Map Amendments Adopted 1995-2002					
Application Cycle	Application Number	Change From	Change To	Applicant	Area Changed
May 1995-1996	1	Low Density Residential	Business and Office	Everglades Sugar & Land Partners, Ltd	9.1
	2	Industrial and Office	Low-Medium Density Residential	The Graham Companies	53.51
	4	Office/Residential	Business and Office	Bersin Dev. Corp.	5.51
	5	Office/Residential	Business and Office	Suchman Retail Group, Inc.	5
	9	Industrial and Office	Business and Office	Rancho Santa Fe, Inc.	2.6
November 1995-96	Priv. App No. 1	Industrial & Office	Business & Office	MGCP, Inc	122.8
	Priv App No. 9	Residential Low Density	Office/Residential	Jacqueline and Alvin Rose	4.5
	Priv Appl. No. 11	Residential Low Density	Business and Office	Dade Residential Development, Inc.	6.94
	16	Low-Medium Density Residential	Business & Office	PDR	5.0
	17	Residential Low Density	Business & Office	PDR	16.0
	20	Institutional & Public Facility	Industrial & Office	PDR	13
	21	Business & Office	Residential Low Density	PDR	25
	22	Residential Low Density	Business & Office	PDR	15
	23	Residential Low Density , Residential Medium Density , Office/Residential, and Industrial & Office	Business & Office	PDR	25
	24	Industrial & Office, Residential Low Density , Low-Medium Density	Business & Office	PDR	35
	25	Residential Medium Density	Business & Office	PDR	23
	26	Residential Low-Medium Density	Business & Office	PDR	20
	27	Residential Medium Density	Business & Office	PDR	10
	28	Institutional & Public Facility	Parks and Recreation	PDR	12
	29	Environmentally Protected Parks	Institutional & Public Facility	PDR	32
	30	Residential Medium Density	Business & Office	PDR	6
	32	Industrial & Office	Residential Medium Density	PDR	8
	34	Residential Low-Medium Density	Business & Office	PDR	8
	35	Residential Low Density	Residential Estate Density With a Density Increase 1 Designation	PDR	75
	36b	Industrial & Office	Business & Office	PDR	10
	36a	Industrial & Office	Residential Estate Density With a Density Increase 1 Designation	PDR	310
	37b	Industrial & Office	Business & Office	PDR	10
	37a	Industrial & Office	Residential Estate Density With a Density Increase 1 Designation	PDR	310
	38	Industrial & Office	Residential Estate Density With a Density Increase 1 Designation	PDR	310
	39	Industrial & Office	Residential Estate Density With a Density Increase 1 Designation	PDR	70
	40	Industrial & Office, Estate Density	Business & Office	PDR	30
	41	Residential Low-Medium Density	Residential Estate Density	PDR	70
	42	Residential Low Density	Residential Low-Medium Density	PDR	320
	43	Residential Low-Medium Density	Business & Office	PDR	75

Appendix 1.1A					
Land Use Plan Map Amendments Adopted 1995-2002					
Application Cycle	Application Number	Change From	Change To	Applicant	Area Changed
November 1995-96	44	Residential Low-Medium Density	Business & Office	PDR	10
	45	Residential Low-Medium Density	Business & Office	PDR	17
	46	Residential Low-Medium Density	Business & Office	PDR	6
	47	Industrial & Office Residential Low Density ,	Residential Low-Medium Density	PDR	100
	48a	Industrial & Office and Business & Office	Residential Medium Density	PDR	60
	48b	Business & Office	Office/Residential	PDR	10
	49	Residential Medium Density	Business & Office	PDR	6
	50	Residential Low Density ,	Business & Office	PDR	5
	51	Institutional & Public Facility	Residential Low-Medium Density	PDR	8
	52	Residential Medium Density	Business & Office	PDR	10
	53	Residential Medium Density	Business & Office	PDR	30
	54	Residential Medium-High	Business & Office	PDR	5
	55	Residential Medium-High	Business & Office	PDR	5
	56	Residential Medium-High	Business & Office	PDR	15
	57	Residential Medium-High	Business & Office	PDR	10
	58	Residential Medium-High	Business & Office	PDR	8
	59	Industrial & Office	Residential Medium-High	PDR	10
	60	Residential Low Density	Business & Office	PDR	3
	61b	Restricted Ind. & Off.	Business & Office	PDR	40
	61c	Restricted Ind. & Off.	Office/Residential	PDR	40
	61a	Industrial & Office	Low Density Residential with a Density Increase 1	PDR	560
	62	Industrial & Office	Business & Office	PDR	10
	63	Industrial & Office	Business & Office	PDR	20
	64a	Restricted Ind. & Off., Residential Low-Med. Density , Parks and Recreation, Business & Office	Residential Low-Med. Density	PDR	580
	64b	Residential Low-Med. Density , Parks and Recreation, Business & Office	Business & Office	PDR	20
	65	Residential Medium Density	Residential Low-Med. Density	PDR	260
	66	Restricted Ind. & Off.	Office/Residential	PDR	50
	67	Parks and Recreation	Residential Low Density	PDR	10
	68	Residential Low Density	Office/Residential	PDR	5
	69	Residential Low Density	Business & Office	PDR	5
	70	Residential Medium Density	Industrial & Office	PDR	5
	71	Residential Medium Density	Industrial & Office	PDR	9
	72	Industrial & Office	Residential Low-Med.	PDR	17
	73	Industrial & Office	Residential Low-Med.	PDR	15
	74	NA	delete Subject to Wetlands Basin Study designation	PDR	3,840
	78	Parks and Recreation	Residential Low Density	PDR	35
	83	Open Land & Institutional & Public Facility	Institutional & Public Facility	PDR	329
	84	Open Land & Institutional & Public Facility	Institutional & Public Facility	PDR	90
	87	Industrial & Office	Business & Office	PDR	20
	88	Industrial & Office	Residential Low Density	PDR	19
	91	Residential Low-Med. & Office/Residential	Institutional & Public Facility	PDR	8
	92	Office/Residential	Residential Low-Med.	PDR	9
	93	Industrial & Office	Business & Office	PDR	5
	95	Business & Office	Office/Residential	PDR	2

Appendix 1.1A Land Use Plan Map Amendments Adopted 1995-2002					
Application Cycle	Application Number	Change From	Change To	Applicant	Area Changed
	96	Residential Low Density	Business & Office	PDR	12
November 1995-96	97	Residential Low Density	Residential Medium Density	PDR	18
	98	Business & Office	Industrial & Office	PDR	12
	99	Residential Medium-High , and Residential Low Density	Business & Office	PDR	6
	100	Residential Medium-High	Business & Office	PDR	6
	101	Residential Low Density , Residential Medium Density , and Residential Medium-High	Business & Office	PDR	10
	102	Residential Low Density	Residential Medium Density	PDR	24
	103	Office/Residential	Business & Office	PDR	6
	104	Residential Low-Med.	Business & Office	PDR	4
	105	Residential Low-Med.	Business & Office	PDR	4
	106	Residential Low-Med.	Business & Office	PDR	4
	107	Residential Estate Density	Environmentally Protected Parks	PDR	78
	108	Residential Low Density	Residential Low-Med.	PDR	120
	111a	Business & Office	Residential Low Density	PDR	50
	111b	Residential Estate Density	Residential Low Density	PDR	60
	112	Delete Urban Expansion Area (UEA) Designation		PDR	960
	113	Agriculture, Institutional & Public Facility	Institutional & Public Facility	PDR	100
	114	Residential Low-Med.	Business & Office	PDR	15
	115	Residential Low-Med.	Business & Office	PDR	70
	116	Residential Low-Med. , Bus. & Off. and Ind. & Off.	Business & Office	PDR	345
	117	Residential Low Density , Residential Low-Med.	Environmentally Protected Parks	PDR	360+ 120= 480
	118	Business & Office	Residential Low-Med.	PDR	80
	119	VARIOUS CATEGORIES	Environmentally Protected Parks	PDR	406
	120	Environmentally Protection, Parks & Recreation	Environmentally Protected Parks	PDR	109,492
	121	Open Land	Environmentally Protection	PDR	1,280
	122a	Open Land	Environmentally Protection	PDR	9,810-17
November 1995		Special Settlement	Agreement	PDR	
3/1/2001 -	37a	Industrial	Low-Medium Density Residential	PDR	310
Remedial Amendments	38	Industrial	Low-Medium Density Residential	PDR	310
Beacon Tradeport DRI October 1996	Special Amendment	Industrial and Office	Business and Office	Armando Codina	191
May 1996-97		Office/Residential	Business and Office	Firpo Garcia	4.8
October 1996-97		No	Cycle		
May 1997-98	1	Office/ Residential	Industrial and Office Small-Scale	West Dade Investment Group, Ltd.	7.85
	5	Medium-High Density Residential (6 Du/ac).	Business and Office	JAZSTECH Corp	1.3 as modified 11-17-97
	7	Business and Office	Office Residential	DP&Z	0.72
	8	Change Covenant	Change Covenant	Cropseyville	160

Appendix 1.1A Land Use Plan Map Amendments Adopted 1995-2002					
Application Cycle	Application Number	Change From	Change To	Applicant	Area Changed
October 1997-98	1	Low-Medium Density Residential	Business and Office	BAP Twenty Seventh Ave, Inc.	3.52
	2	Office/Residential	Business and Office	E. Saragovia, A. Zaragovia, Delta Investments Inc., BVI	5.0
October 1997-98	3	Low-Medium Density Residential	Business and Office	EDOL Corporation, Inc.	5.19
	5	Office/Residential	Business and Office	Universal Holding Company	9.65
April 1998-99	1	Low-Medium Density Residential	Business and Office	Arapahoe Investment Co	19.1
	3	Low Density Residential	Business and Office	Weeks Bottle Gas & Appliance Co.	1.117
	4	Estate Density Residential	Low Density Residential In lieu of Medium Density Residential	Inversiones Ly B One Corp	3.00
	5	Industrial & Office & Environmentally Protected Parks	Office / Residential	PDR	41.0
October 1998-99		No	Cycle		
April 1999-00	1	Low-Medium Density Residential	Business & Office	Omni Group, Inc.	1.53
	2	Low-Medium Density Residential	Business & Office	CNV, Inc.	9.81
	3	Low-Medium Density Residential	Business & Office	Century Capital Group, Inc.	0.53
	4	Low Density Residential	Business & Office	Lowell S. & Betty L. Dunn	9.5
	6	Agriculture	Low-Medium Density Residential & Industrial & Office	Suchman Real Estate Co.	127.87
October 1999-00	1	Low-Medium Density Residential	Business & Office	Cornerstone Group Assoc., Inc.	9.81
	2	Low Density Residential	Business & Office	Harry S. Speizer, Trustee	2.58
	4	Low Density Residential	Business & Office	Kendall Village Assoc., Ltd.	4.81
Kendall Town Center	Special Amendment	Low Density Residential	Business & Office	West Kendall Center, L.P.	158
April 2000-01	2	Estate Density Residential w one density increase w urban design & office/residential	Business and Office	The Genet Family Limited Partnership	33.9
	3	Low Density Residential	Office/Residential	FICODOM	9.2
	4	Low Density Residential	Office/Residential	Esridge Co, NV & Cantonville Investments, NV	9.4
October 2000-01		No	Cycle		
April 2001-02	3	Low-Medium Density Residential	Business and Office	David Cohen	0.49
	4	Low-Medium Density Residential	Business and Office	ARB of South Florida, Inc.	1.43
	5	Estate Density Residential	Office/Residential	E and E Realty, Corp.	8.6
	6	Open Land	Restricted Industrial and Office & Include within UDB	Shopyland Enterprises N.V.	135.45
	8	Low Density Residential	Office/Residential	Alicia Morejon and Mireya Casol	4.138
	11	Low Density Residential	Business and Office	Frederick C. Peters Testamentary Trust	7.73

Appendix 1.1A					
Land Use Plan Map Amendments Adopted 1995-2002					
Application Cycle	Application Number	Change From	Change To	Applicant	Area Changed
Beacon Lakes	Special Amendment	Open Land	Restricted Industrial and Office	C/WDL. Ltd.,	436
October 2001-02	1	Low Density Residential	Office/Residential	GDP Calder Gardens, LLC	9.99 acres
		Business and Office, Medium Density Residential	Industrial and Office, Business and Office	Victor Posner,	32.5 acres
October 2001-02	3	Low Density Residential	Office/Residential	Guilford Development Group, LLC.	0.69 acres
	4	Low Density Residential	Business and Office	Ferro Development, LLC	8.682 acres
	5	Low Density Residential	Office/Residential	April Realty, Ltd., a Florida Limited Partnership	8 acres
	6	Low Density Residential	Business and Office	BGR Development, LLC	9.99 acres
	7	Parks and Recreation	Low-Medium Density Residential	Tract D. Benson Lakes Land Trust,	9.99 acres
	9	Low Density Residential	Business and Office	Pelican Bay Development, Inc	9.99 acres
	10	Low Density Residential	Business and Office	G.C. Homes, Inc.,	4.336 acres
April 2002-03	3	Office and Residential	Business and Office	Omni Group Inc.	0.7397
	6	Low Density Residential	Business and Office	Manuel C. Diaz	54
October 2002-03		No	Cycle		

1.2 THE NEED AND POTENTIAL FOR REDEVELOPMENT

Introduction

It may be beneficial to begin with two definitions, one for redevelopment and one for the term infill. Redevelopment is defined herein as the construction of a building or facility on a parcel or parcels of land that until very recently had a prior use.² Infill is defined herein as the placement of an urban use on a parcel or parcels of land, which lies generally East of NW/SW 77th Avenue and has been vacant for a long period.³

Both of these activities have been common in cities dating back thousands of years as archeological discoveries will attest. In Miami-Dade County in recent years they have, for a variety of reasons, attracted more than usual interest. First, the county continues to experience rapid growth, most of which must be accommodated in the outer portions of unincorporated Miami-Dade. The population of Miami-Dade County grew by over 300,000 people between 1990 and 2000, resulting in a current population of over 2.3 million. If this level of growth continues, by 2020 the County will have grown by another 600,000 people. This population growth requires additional housing on the order of almost 10,000 units per year.

The 2000 Census shows clearly that the push to the suburbs continued unabated in the 1990s. As reported in the County's last Evaluation and Appraisal Report for the Comprehensive Development Master Plan (CDMP), roughly 90 percent of the population growth occurred at the western fringe of the County. Since the 1995 EAR, that figure is still high at 86 percent. In almost all of the suburban areas of the County, the census counts came in higher than the pre-census local estimates. In many inner city areas, the census figures were lower than the estimates. For example, the average household size in Miami-Dade increased during the 1990s, but decreased in the City of Miami. Rental vacancy rates in the County tightened; the comparable rates in the City more than doubled. The County population increased by 16 percent; the population of the City grew by 1 percent. Clearly the patterns of movement from the center to the periphery of the metropolitan area continue. This continued growth has implications for the Urban Development Boundary. According to current Plan policy, the UDB should contain a sufficient supply of land to accommodate growth for 15 years from the date of the last EAR report adoption, or the year 2010. Consequently, during the coming update, the extent to which higher densities within the UDB can be achieved through redevelopment and infill will play a role in determining the extent to which the UDB will warrant expansion and, thus, the future status of natural, agricultural and open lands, and locations of required County infrastructure and service extensions, operations, maintenance and replacement. The most recent analysis projects that residential land supply will be depleted by 2020, this is two years less than shown in the previous analyses done three years ago. Commercial land expected year of depletion is a much closer 2015.

² Very recently is taken to be from one to three years. Prior use means an actual physical structure on all or parts of the site; parking lots excluded.

³ The Infill Strategy Task Force had a definition which used vacant, abandoned or significantly underutilized parcels, therefore including some redevelopment. Metropolitan Dade County, Department of Planning, Development and Regulation, Infill Strategy Task Force, Final Report, December 1997.

While average household size increased in Miami-Dade County in the 1990s and there were relatively fewer small households, the number of persons living alone increased from 172,000 in 1990 to 181,000 in 2000. In the same period, the number of two-person households more than doubled from 104,000 to 215,000. These smaller households include individuals and couples who desire the convenience of apartment living in multi-unit structures where they are free from the typical home and yard maintenance responsibilities of the single-family home owner. They may also prefer more urban amenities and closer proximity to their employment. If the trends of the 1990s persist, this segment of the market will continue to increase.

With this growth pressure in a metropolitan area which can now clearly visualize the end to the supply of land for urban development, turning to redevelopment and infill possibilities is a logical, and ultimately necessary move. However, aside from the physical limitations of a finite amount of suburban land, there are other motivations that have caused redevelopment and infill to attain more attention as growth alternatives.

Many already recognize the deficiencies in design and functionality of recent suburban development and agree that if the undesired result of growth is expansive urban sprawl, ever increasing traffic congestion, difficulty in commuting to work and accessing goods and services sought on an everyday basis, alternative forms of development should be considered (1995 CDMP Evaluation and Appraisal Report, Land Use Element). Mayor Penelas, speaking at an Eastward Ho! event in 1997 proclaimed, “We are at a crossroads in Dade County. As we reach the outer limits of sustainable development, we are forced to reconsider what has been left behind, and to ask ourselves: Is there not a better way?” Clearly, in 1995 the Governor’s Commission for a Sustainable South Florida thought so when it recommended the Eastward Ho! initiative. The South Florida Regional Planning Council is the agency charged with the job of taking this bold concept and moving it to reality in the form of infill development and redevelopment. The effort has unquestionably registered some success, but the impetus seems to have slowed in the last couple of years, with more responsibility shifting to the local jurisdictions in the area.

Miami-Dade County has much to learn from other metropolitan areas across the country as they grapple with rapid growth and urban sprawl. Many of these areas have employed new approaches to managing that rapid change through planning with more efficient and livable land use patterns that include higher density development.

“Almost all of America’s metropolitan areas are experiencing remarkably similar patterns of growth – a rapid conversion of farmland and open space to a dizzying array of housing subdivisions, shopping centers, and office parks. This decentralization of people, businesses, and jobs is the real story about America’s economy and society.” (Reviving the Cities: Think Metropolitan Policy Brief)

Nationwide, a number of communities have tried no-growth policies and prohibitive zoning as an answer to their sprawl programs, but to limited effect. Consequently, many are adopting “smart-growth” initiatives as opposed to “no-growth” policies. Critics point out that “no growth” often backfires, because population growth cannot be stopped by regulation. “Smart growth”

governments are moving beyond determining where growth should not occur, and actively directing it to locations where it is appropriate and beneficial for the area.

Policy language that includes terms like “Smart Growth,” “Livable Communities,” “Metropolitanism or Regionalism,” has been used increasingly in recent years to describe initiatives that in part, are undertaken to achieve higher densities in desired locations to help curb sprawl, preserve open space and balance the accommodation of growth with fiscal and other public policy considerations. This language is now common not only among political, civic and corporate leaders, but also among developers and real estate interests. By employing planning, fiscal and other development-related strategies that address the foregoing issues, metropolitan areas are able to achieve greater livability and economic and environmental sustainability than would occur without proactive provision for appropriately located and designed higher density places.

These local and national perspectives bring into focus a real opportunity, if not need, for Miami-Dade County to actively implement smarter land use, infrastructure, and service delivery policies to invite redevelopment and higher density development, with proper design, services and amenities, in underutilized central areas away from the Urban Development boundary.⁴

Discussion– Infill and Redevelopment Potential

Infill

Aside from the benefits proclaimed by proponents of more compact growth, in Miami-Dade County in the near future, there will be a compelling need for it. This is one of the main reasons why infill development and true redevelopment are attracting widespread attention. Given this need, what are the prospects for meeting it? Infill will be discussed first because, despite the popular rhetoric, the potential it offers is actually rather limited. Within a modified Urban Infill Area (UIA), there is only about a three-year countywide residential housing supply (23,477 units).⁵ Moreover, this estimate of supply assumes that all the vacant land can be developed, which is never the case. Experience has shown that at least 10 percent of the acreage for one reason or another will not be useful for development. This means there would only be 14,788 multi-family and about 6,341 single-family units forthcoming; about two and one-half years supply under the most favorable conditions. See Table 1.2-1 for actual data and Figure 1.2-1 showing the locations.

⁴ Several parts of this Introduction were taken from Miami-Dade County Department of Planning and Zoning, Residential Density Feasibility Study, October 2001.

⁵ The Urban Infill Area is defined as that part of the County located east of and including SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95 and the City of Islandia. The study area shown in Figure 1.2-1 has been modified slightly to add the South U.S 1 corridor and several sections west of the northeast UIA boundary

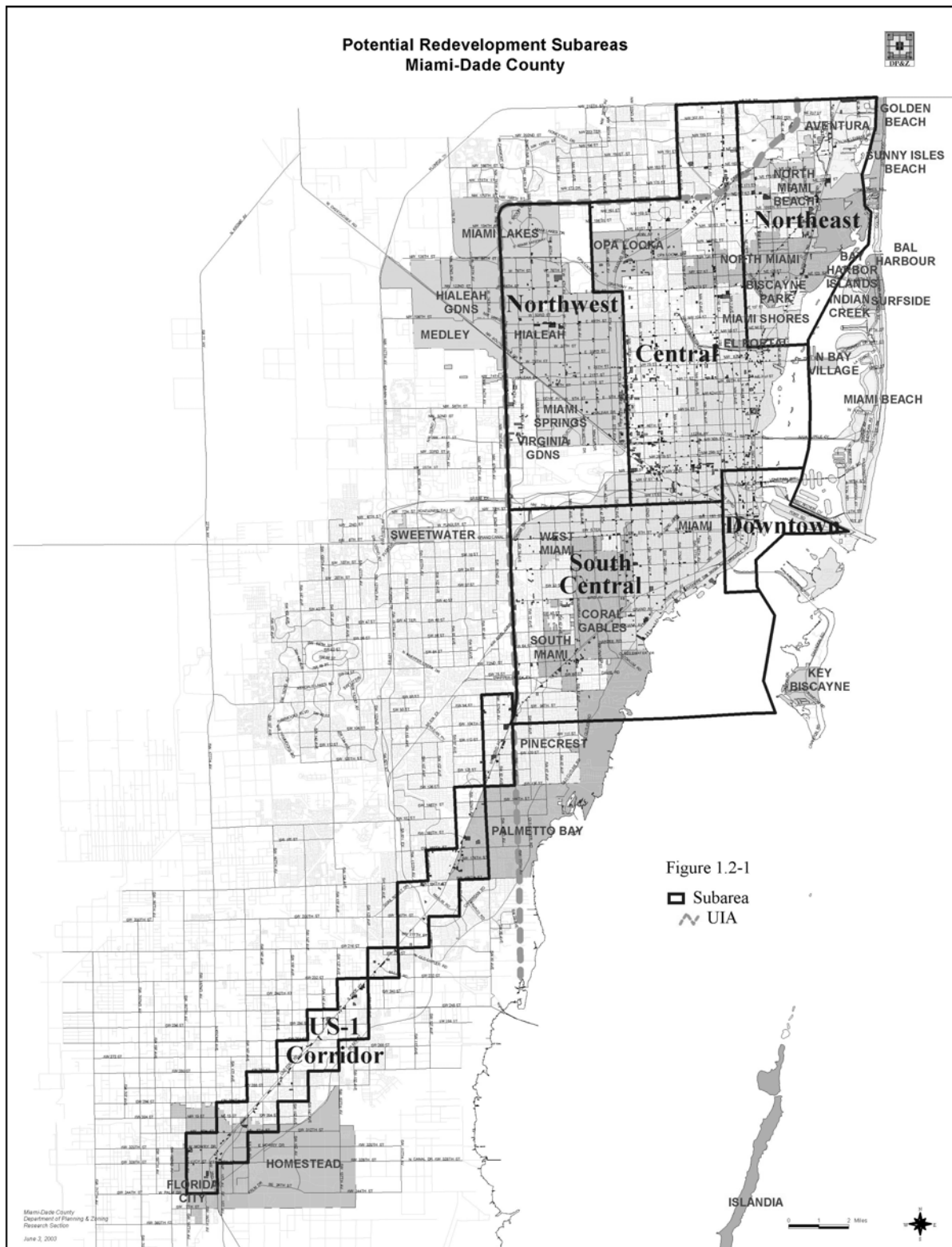


Table 1.2-1
Residential Capacity Units and Acres in the UIA, 2001

	Single-Family	Multi-Family
Counted	5,708	7,658
Estimated	1,338	8,773
Total Units	7,046	16,431
Acreage	971.3	407.4

Source: Miami-Dade County, Department of Planning & Zoning, Research Section,
2000/2001 Land Use File

This is not inconsequential, but certainly cannot be the whole answer.⁶ Some modest supplement could come from part of 126 acres of office/residential also in the UIA. There are also 448 acres of industrial land and 564 acres of commercial. Part of the commercial will likely be used for its designated purpose to support the anticipated residential expansion both from infill and redevelopment, but perhaps 50 to 60 percent could go residential if properly located. This could add a few thousand units. Much of the industrial might be, at least theoretically, available for redevelopment to other uses, but it is difficult to say what that might be. Appendix 1.2-A describes an infill housing initiative first conceived by Mayor Penelas in 1997, which has been modestly successful. It helps to put in perspective what can be expected from infill programs even when well conceived and implemented. Since implementation of infill and redevelopment are very similar, that component will be discussed together in a later section.

Redevelopment

At this point, the focus will shift to redevelopment potential since it has been shown that infill alone will not take one very far as an alternative to fringe growth. Table 1.2-2 displays the results of applying the selection screening method described in Appendix 1.2-B to the Property Appraiser file of March 2003. A total of 1,129 parcels on 1,781.2 acres of land were identified giving an average size of 1.58 acres per parcel. However, the data is divided into six broad categories by zoning and the average parcel size ranges from 1.07 to 5.2 acres per parcel. When the averages are calculated by area, the size distribution is much tighter ranging from 1.21 (Downtown) to 2.08 (Northwest). Figure 1.2-1 is a map showing the areas.

In general, these are not large parcels, but for redevelopment purposes a parcel size of one or two acres can often accommodate a sizable multi-story building. Also, there are some large parcels to be found among the 1,129 which make up the table. Even so, with a mode of .52 acres, it is apparent that there are not a large number of big parcels. What else does this data reveal? From a zoning category standpoint, the bulk of the acreage appears to already have zoning that would permit the type of use generally associated with redevelopment, i.e. higher density residential and high intensity business. If the two categories of Single-Family Type and Other Zoning are subtracted from the total acreage, there are 1,418 acres (79.6 percent), which presumably would have minimal zoning problems.⁷ It would seem that Single-Family Type would most likely need

⁶Much of this infill vacant land exists in small parcels which limit development possibilities. In some cases, land assembly can be pursued, but it is often time consuming and costly.

⁷ Nothing stated here should be taken as anything other than suggestive regarding approval or feasibility of specific project on a specific parcel.

to be rezoned for some higher density use. Also it is questionable how much of the industrial zoning might be useful and for what. Some of these sites are probably Brownfield sites meaning there is contamination of some sort.

Looking at the areas, the Northeast has 184 acres of land identified as prospective for redevelopment (120 parcels). Most of it is commercially zoned. The Northwest area has 287 acres of potential redevelopment parcels, more than 81 percent having some type of commercial or industrial zoning, mostly the latter. With Miami Lakes in the far north, the area is made up of older residential and industrial parts of Hialeah and the small cities of Miami Springs and Virginia Gardens, Miami International Airport, small pieces of unincorporated, and City of Miami. Most of the redevelopment, if it occurs, will probably be in the former, but it may take a few years. Much of the industrial acreage may remain as it is.

The Central area contains 41 percent of the total redevelopment acres (728 acres). It is made up of most of the northern half of the City of Miami, all of Opa-Locka, about a quarter of North Miami, a third of Miami Shores, half of El Portal, and several square miles of unincorporated Miami-Dade in its center and to the north. This area is generally older with large minority populations with lower incomes. It contains a majority of the infill sites. The spark for infill and redevelopment may be the Metrorail extension in the 27th Avenue corridor if it becomes a reality. Downtown has just over 41 acres of potential parcels. There is a good chance that this will be redeveloped since the area is experiencing a resurgence of late; however, these are mostly small sites.

South Central is a large area and has almost 300 acres of potential redevelopment land. The area contains about one half of the City of Miami, most of Coral Gables, all of South Miami and West Miami and about a third of the new Village of Pinecrest, plus a bit more than eight square miles of unincorporated Miami-Dade. Overall, this area should offer some good redevelopment opportunities in the next few years. Finally, the U.S.1 corridor from about SW 104 Street to Florida City has about 244 acres made up of 139 parcels, which the method selected as prospective sites for redevelopment. As south Miami-Dade continues to grow, there could be some substantial opportunities to utilize some of these sites.

Table 1.2-2
Potential Redevelopment Parcels and Acres by Area and Broad Zoning Categories
Miami-Dade County, 2003

City of San Diego, California															
Primary Zoning															
Area	<u>Single Family</u>		<u>Multi-Family</u>		<u>Motel/Hotel</u>		<u>Commercial</u>		<u>Industrial</u>		<u>Other Zoning</u>		<u>Area Total</u>		
	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	
Northeast	11	12.95	18	20.87	0	0.00	69	118.87	19	23.49	3	7.84	120	184.02	
Northwest	6	6.12	7	9.99	0	0.00	50	87.37	72	146.44	3	37.00	138	286.92	
Central	45	49.84	46	79.81	12	17.87	197	207.42	179	330.67	7	42.44	486	728.05	
Downtown	0	0.00	2	1.86	6	4.56	19	27.26	5	4.49	2	2.87	34	41.04	
South Central	36	62.67	17	17.32	21	19.50	106	110.34	20	23.65	12	63.93	212	297.41	
U.S. 1 Corridor	22	54.18	2	5.49	1	0.93	81	115.81	26	44.00	7	23.37	139	243.78	
Total	120	185.76	92	135.34	40	42.86	522	667.07	321	572.74	34	177.45	1129	1781.22	

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, April 2003.

Table 1.2-3
Potential Redevelopment Parcels and Acres Currently Used as Parking
Miami-Dade County, 2003

Area	Primary Zoning													
	<u>Single Family</u>		Multi-Family		Motel/Hotel		Commercial		Industrial		<u>Other Zoning</u>		Area Total	
	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres	Parcels	Acres
Northeast	5	13.90	6	9.46	0	0.00	14	44.88	6	10.15	5	22.31	36	100.70
Northwest	1	1.10	0	0.00	0	0.00	5	6.84	3	4.18	0	0.00	9	12.12
Central	13	17.35	7	17.11	1	1.42	41	53.03	37	59.62	5	10.69	104	159.22
Downtown	0	0.00	3	5.15	0	0.00	19	24.50	0	0.00	1	0.63	23	30.28
South Central	6	5.55	2	1.98	1	0.85	16	16.61	1	7.39	2	3.02	28	35.40
U.S. 1 Corridor	3	11.17	1	2.43	0	0.00	7	20.92	3	4.41	2	5.38	16	44.31
Total	28	49.07	19	36.13	2	2.27	102	166.78	50	85.75	15	42.03	216	382.03

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, April 2003.

In addition to the sites discussed above, a separate file was generated including only parking lots.⁸ This file contains 216 parcels with a total of 382 acres (1.77 acre average). These were also divided into groups according to underlying zoning (See Table 1.2-3). The largest category has commercial zoning (47 percent of the parcels and 43.7 percent of the acreage). Industrial zoning is the second largest category (86 acres). There are 49.1 acres with single-family type zoning and almost 36.1 acres with multi-family underlying zoning. The Northeast, Central, and U.S.1 areas have the largest acreages. Although many of these sites are destined to remain parking lots, there will also be opportunities for redevelopment on many of them and they have the advantage of not requiring demolition and clearing.

Tables 1.2-2 and 1.2-3 are in terms of acres. But to estimate the actual development potential capacity, these acres have to be converted to housing units and commercial square footage; Table 1.2-4 presents the results and the method of derivation is explained in Appendix 1.2-B.

Table 1.2-4
Additional Units, Commercial Square Feet, Industrial and Other Acres
from Potential Redevelopment Sites
Miami-Dade County, 2003

Area	Housing Units	Commercial Square Feet	Industrial Acres	Other Acres
Northeast	4,240	682,076.51	7.59	22.91
Northwest	1,779	1,210,048.11	55.34	10.52
Central	7,591	3,489,149.41	106.65	45.14
Downtown	2,816	5,079,968.84	2.91	12.50
South Central	4,116	1,086,922.02	4.13	9.60
U.S. 1 Corridor	2,748	1,356,528.75	8.92	16.17
Total	23,290	12,904,693.64	185.54	116.84

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, May 2003.

The numbers are impressive and, if the 23,290 housing units here are added to the 21,129 potential from infill, (90 percent of the total), slightly more than a five and one-half year supply is accounted for. Of course, it is not that simple since there is not a perfect substitution between the unit types in the UIA Study Area and those being built in outlying areas. Nevertheless, this is a very substantial addition to residential capacity. Likewise, there would be 12.9 million square feet of commercial from redevelopment and 9.2 million from infill. Combined, this would constitute between an 11 and a 15-year supply, again hypothetically since all demand is not centered on the UIA Study Area. The two sources would also provide 565 acres of industrial land, but the final use is uncertain.

The previous discussion has dealt only with the land that might potentially be ripe for redevelopment. But, the redevelopment process is far more complex than simply picking out some possible locations. There are a host of variables which must be considered and carefully

⁸ The criteria for selection was that the lot have no structures and be a least one half acre in size.

analyzed before actually undertaking a project. The next section gives an overview of the more significant public redevelopment initiatives in Miami-Dade County.

Current County Redevelopment Efforts

In the adopted 1995 Evaluation and Appraisal Report for the Land Use Element, there is a section entitled Areas in Need of Revitalization. The discussion there is devoted mainly to the County's Community Development Block Group (CDBG) program, funded and administered by U.S. HUD. While this program includes redevelopment as one of its aims, it is not exclusively involved with that. Housing, economic development, infrastructure improvements, various public services, community planning, and historic preservation are all dealt with to one degree or another. The opportunities for redevelopment are enhanced because the CDBG program can be linked with a large menu of other federal and State of Florida funding sources. However, although numbers are not available, it appears that the local CDBG program has not strongly pursued redevelopment projects. This may be the result of limited opportunities, neighborhood resistance, or a reluctance to attempt these types of projects given the strong backlash that emerged over the federal urban renewal of the 1960s. A project labeled The HOPE VI Revitalization Initiative, being carried out by the Miami-Dade Housing Agency is essentially a redevelopment project. Two large public housing projects totaling 850 units in central Miami-Dade County are being removed and replaced by far fewer single-family attached housing and townhouses on the site. As a result, hundreds of households have to be relocated. However, more housing choices are being offered than are being lost, and the entire program is much more comprehensive than the old urban renewal.

The cities of Miami, Hialeah, Miami Beach, North Miami, Homestead and Florida City also have CDBG programs akin to the County's. Again, it is not known how many redevelopment projects have actually been initiated under these programs, but it is fair to say that all have hopes of that occurring. Miami and Miami Beach each also have two Community Redevelopment Areas, Homestead and Florida City have one each, South Miami has one and the most recent is in the unincorporated area, Naranja Lakes. As the title implies, redevelopment is the main activity and a great deal has occurred in Miami Beach, in downtown Homestead and areas nearby. In the City of Miami, a substantial amount of redevelopment has taken place in the Southeast Overtown/Park West CRA; but not in the OMNI area although some Tax Increment Finance district dollars are contributed to the funding of the new Performing Arts Center.

Although it is an independent agency, the City of Miami also has the Downtown Development Authority. It vigorously pursues redevelopment and has been fairly successful especially along Brickell Avenue and more recently in the area east of the Brickell Metrorail Station. In a recent publication, it was reported that approximately 17,000 residential units, 1,200 hotel rooms, 1.8 million square feet of commercial space and 1.5 million square feet of retail space is under development. This is a mix of infill and redevelopment, but the proportions are not known.

Most of the other municipalities in Miami-Dade County within the UIA Study Area are, to one degree or another, interested in redevelopment. This is especially true for North Miami (which is a CDBG entitlement city), North Miami Beach, Opa-Locka, Hialeah, and Miami Springs. However, the most successful are Sunny Isles Beach and Coral Gables, which are much wealthier areas.

This reference to the municipalities is important because they make up a very large portion of the UIA Study Area. Thus, if the County is intent on pursuing a more aggressive redevelopment policy, it will be necessary to enlist the cities in the effort.

Two other programs that are primarily for economic development and promote redevelopment are the Florida State Enterprise Zone Program and the Federal Empowerment Zone. The entire Empowerment Zone is also made part of the Enterprise Zone. The Enterprise Zone program seeks to attract business investment through a package of incentives which includes property tax abatement, occupational license fee exemption and electricity tax exemption, and the waiver of impact fees. These same incentives are operative in the Empowerment Zone along with other advantages: tax exempt bonding, immediate tax deduction for machinery purchased, tax credits for hiring certain zone residents and tax credits for businesses that incur the cost of cleanup and redevelopment within designated brownfield areas. Both of these zones have been somewhat successful with a number of businesses locating there, including redevelopment.

Another initiative, which has redevelopment as a major component, is the Urban Economic Revitalization Task Force which was created by ordinance in 1997. It now has a County administrative office which manages the program. The purpose is somewhat analogous to the Office of Community and Economic Development CDBG program, i.e. the revitalization of poor, distressed, predominantly Black areas. There are nineteen designated Targeted Urban Areas, two of which are commercial corridors. There is a strong economic development emphasis in this program as might be expected by its title. Inevitably, redevelopment (and also infill) has a strong role to play.

Another recent redevelopment effort is focused on contaminated sites. The Brownfields Redevelopment Program was put in place by the U.S. Environmental Protection Agency in the mid-1990s. Later, the State passed the Brownfields Redevelopment Act. The Miami-Dade Brownfields Task Force convened in May of 1996 to apply for a federal grant and the designation of a pilot project in Miami-Dade County under this new program. The Task Force also was to develop recommendations to form the basis of an on-going program to recycle land with actual or perceived contamination in those neighborhoods in greatest need of economic revitalization. The Task Force accomplished both of these goals. More than \$1 million has been brought in through state and federal grants to assess and remediate contaminated land in the pilot project -the Poinciana Industrial Center- to provide needed job training to area residents, and to support the community outreach and planning work of the Task Force. This success led to Miami-Dade becoming a full participant in the program. More than 300 specific sites have been identified as meeting the criteria. Beyond this, participating jurisdictions can designate Brownfield areas and the County has done that, naming 15 areas with more than 44,000 acres. Two of these are in the City of Miami and one each in Opa-Locka and Miami Beach. These were formed mostly to encompass existing community redevelopment areas. The state and

federal assistance available through this program plus the incentives that can be offered are other tools available to refashion and revitalize these areas.

CDMP Objectives and Policies

The current Land Use Element of the CDMP contains 10 objectives and 85 policies. Three of the objectives contain the term redevelopment, but infill is not included. Of the policies, fifteen mention redevelopment and one strongly implies that activity; only one policy references infill. Thus, despite the frequent call from many quarters for more emphasis on infill and redevelopment, the CDMP is deficient in terms of containing a strong, detailed treatment of how to cause these things to happen to the degree desired.

For example, in Objectives 3, 5 and 7 where redevelopment is mentioned it is done so in order to set forth certain conditions, standards, and sub-objectives which should be met if it is carried out. With respect to the policy statements, the situation is better; eight out of the fifteen are directly focused on redevelopment.⁹ The strongest of these are shown below; they are the policies whose main purpose is to gain more redevelopment.

- 1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- 1D. Miami-Dade County shall endeavor to secure cooperative funding and, by October 1997, commence a study in association with affected municipalities to promote development of bypassed infill sites and appropriate compatible redevelopment of underutilized land in the County's Urban Infill Area and vicinity.
- 1K. Miami-Dade County will maintain its commitment to improve Community Development Block Grant (CDBG)- eligible areas, and will enhance the County's Enterprise Zone and Federal Enterprise Community programs as tools to expand the economy in locally distressed areas.
- 1M. Public facility and service providers shall give priority to eliminating any infrastructure deficiencies to facilitate rehabilitation or renewal of blighted areas.
- 1N. In formulating or amending development regulations, Miami-Dade County shall avoid creating disincentives to redevelopment of blighted areas. Where redevelopment occurs within the urban area, requirements for contributions toward provision of public facilities may be moderated where underutilized facilities or surplus capabilities exist, and credit toward required infrastructure

⁹ Two others, policies 10A and 10C, call for promotion of redevelopment as a way to advance energy conservation.

contributions may be given for the increment of development replaced by redevelopment.

Clearly, Policy 1C is the most focused on infill/redevelopment, but like the others offers no hint of how it is to be achieved. Policy 1D was essentially carried out by the Infill Strategy Task Force, but the study published in 1997 has languished. Policies 1K, 1M and 1N all deal with the subset of potential redevelopment sites which are located in blighted or distressed areas. Policy 1N is somewhat proactive by allowing more flexibility in meeting infrastructure requirements.

Further on, Policies 7B, 7D and 7F all deal with redevelopment explicitly, but only in terms of setting forth conditions and requirements if it occurs. Policies 2C and 5B may actually work to inhibit redevelopment, but were perhaps never noticed. The first emphasizes the imposition of impact fees, even on redevelopment and the second calls for strict conformance to all CDMP requirements, some of which will need to be modified to promoted redevelopment.

It is obvious that in order to have a robust redevelopment effort, the CDMP Land Use objectives and policies require a major overhaul; other elements may need similar attention.

Identification Of CDMP Elements Impacted And Assessment Of Effect On Specific Objectives

This major issue impacts the following elements of the CDMP:

- Land Use
- Transportation
- Housing
- Water, Sewer and Solid Waste
- Capital Improvements

Within each element, certain objectives are more affected than others.

Land Use Element

As mentioned in a previous section, Objectives 3, 5 and 7 in the Land Use Element are directed, at least in part, to redevelopment. They are not, however, aimed exclusively at the promotion of redevelopment. They are good objectives as far as they go and for the most part have been carried out. They all should probably be retained in the context of a much stronger redevelopment orientation.

Objective 3. This objective calls for development and redevelopment to “ensure the protection of natural resources and systems...”. It goes on to state how this should be done, but is not likely to be overly relevant to redevelopment. The most prominent areas where redevelopment will likely occur are not prime natural areas although there may be specific environmental concerns.

Objective 5. Again, this objective sets forth requirements for development and redevelopment as they are carried out. In this instance, the focus is on adhering to the CDMP in all its various facets. This will clearly come into play with a stronger redevelopment program but assuring achievement of the objective will not be substantively different than with any other type of land use.

Objective 7. This objective requires redevelopment in transit corridors “to be planned and designed to promote pedestrian and transit use.” This is likely to be an important requirement with an enhanced redevelopment program. It is not known the degree to which this has been achieved with the redevelopment that has already occurred in the transit corridor. Great attention was given to it in the Downtown Kendall Plan and it is a central theme in the Planning Charrettes conducted by the Department in several locations. Other than Downtown Kendall, none of these have advanced as yet to the implementation phase.

Transportation Element (Traffic Circulation Subelement)

Objective 1. This objective calls for adherence to roadway LOS standards. In some cases, redevelopment and/or infill could have significant impact on LOS, particularly between the UIA and the UDB. If, as expected, increased redevelopment results in more transit use traffic congestion will be relieved.

Objective 5. This objective addresses the concept of community character and integrity. Some redevelopment and/or infill projects could require transportation improvements that are unpopular with existing neighborhoods. For the most part however, a more aggressive redevelopment program should not be a serious detriment to this objective.

Transportation Element (Mass Transit Subelement)

Objective 2. This objective calls for coordinating transit service with the CDMP Land Use Plan Map and Land Use Element. By their nature, redevelopment projects may not be accounted for on the CDMP LUP Map because they are inherently very difficult to predict. This can be overcome by developing a method to estimate the locations and extent of redevelopment.

Objective 4. This objective promotes mass transit, which often will be critical to redevelopment and/or infill projects. Likewise, to the extent these types of projects are carried out, the more feasible it becomes to improve transit.

Housing

Objective 3. The objective is aimed at assisting the private sector to meet the County’s housing needs. Redevelopment can potentially play an important role in this regard, but special provisions will have to be put in place for this to happen at a meaningful scale. Infill and redevelopment projects typically are more complex and costly than virgin land development, thus inhibiting the inclusion of affordable housing.

Objective 6. One facet of this objective calls for providing low- and moderate-income housing near places of employment, mass transit, and necessary public services. Redevelopment is generally better able to meet these criteria.

Water and Sewer Element

Objective 2. This objective calls for correction of deficiencies and generally adequate service. Quite often, redevelopment and infill can be stopped or delayed due to water and sewer inadequacies. Almost certainly, a larger redevelopment program to be successful will require innovations in the planning, implementing and funding of water and sewer facilities.

Intergovernmental Element

Objective 5. This calls for cooperative interjurisdictional planning to meet intra-regional needs. This certainly applies to redevelopment, as much of the land identified as having redevelopment potential is located within municipalities. Redevelopment might be too complicated and contentious to serve as the prototype issue with regard to making good on the objective.

Capital Improvements Element

Objective 1. This is the key objective in the CIE as it calls for replacement, upgrading or the provision of new facilities to maintain proper service levels. Redevelopment projects are not likely to be in existing plans so the associated capital improvements (if needed) will have to be placed in the CIE. Again, if a reliable method of forecasting redevelopment can be developed, the operating departments can work the impacts into their plans.

Summation of the Social, Economic and Environmental Impacts on the CDMP

More redevelopment generally, but especially in the UIA, implies higher density across the board. Done properly, higher densities coupled with less dependence on the automobile can create a more socially cohesive population through more interaction. Higher densities can free people from the umbilical cord of the car if it comes with greater proximity to various goods, services, leisure, and recreation opportunities. Under these conditions, a pedestrian mode of getting around can be utilized thus bringing people into closer contact. It particularly helps those who can't drive such as elderly persons and youngsters. On the other hand, redevelopment with attendant higher densities more often than not sparks neighborhood resistance (NIMBYISM). For others, the fear of gentrification and displacement arouses angry responses.

The CDMP elements which are key to bringing this type of environment to reality are the Land Use, Housing, infrastructure elements and, to some extent, Park and Recreation. The Land Use and Housing elements are especially important as they are the mechanisms for creating the properly planned and designed development with a mix of housing types and income levels of the households. In many cases, there are infrastructure deficiencies that must be overcome to allow higher densities.

From an economic perspective, the higher densities achieved through redevelopment can result in lower public costs and individual household savings. The lower costs of infrastructure associated with more compact development have been well documented. Major household savings can be achieved by not having a second or third car. Not having to commute in a car or being able to take transit can translate into significant time savings and less stress.

Environmental benefits have likewise been identified with this type of development. Less land, water and other natural resources will be used and air pollution is reduced.

Thus, as advocates have always claimed, it appears that more redevelopment, done right, is a win-win situation.

Conclusions and Proposed Revisions

Conclusions

For a number of years, the need for some estimate of the redevelopment contribution to new housing and commercial capacity was recognized. However, it was not until the advent of this latest EAR cycle that the commitment was made to develop a method for making such estimates. After doing so, and applying it, the conclusion is that it appears to be a reasonable approach to meeting the aforementioned need. But, this statement comes with some important qualifiers.

First, although the method of necessity is applied to individual parcels, the potentials should be considered in terms of areas. Without careful fieldwork and detailed examination and assessment of numerous variables, it is virtually impossible to predict with certainty if and when a given property will be ripe for redevelopment, and even if it is ripe will a developer appear who is ready to accept the risk. Second, the substantial additions to the supply of housing and commercial square feet will likely not come about without appropriate governmental actions to support them. These actions run the gamut from simply fast tracking the permitting process to giving various types of direct aid. Each redevelopment project may be unique with regard to the mix of elements required to make it feasible. Third, the quantities set forth herein should be considered as potentials at “buildout.” It is not possible to put a specific time schedule in place with this hypothetical process. But, it is fair to say that some of this potential, perhaps a lot of it, would probably not be on the ground until at least twenty years from now. Fourth, even though exact numbers are reported as the potentials, they should be viewed as a point in a range of possibilities. A good term to apply might be “representative” of possible outcomes. Finally, the method needs further testing and refinement in the months to come.

The above applies to the technical method, which has been devised to estimate redevelopment potentials. Before addressing the subject of policies and actions that might be taken to help achieve redevelopment, a few conclusions about the process in general are in order.

Redevelopment is typically more difficult and risky than new development on the fringe. This situation has been well documented, thus the degree of reliance on the market to generate the scale of redevelopment expected cannot be as high as would be the case with development on

virgin land. What this means is that the public sector absolutely must be a player in the high stakes game of redevelopment. The role will vary depending on the project, but the public sector must bring to the table additional, real resources. It was stated in the Residential Density Feasibility Study:

“While a countywide vision including additional housing at higher density is laudable, it is not highly feasible if pursued out of context with the related requirements.”

This statement applies equally to redevelopment – or more so. New programs, elaborate plans, proclamations and exhortations are all well and good, but resource commitment and follow through are essential. As was noted in an earlier section, there is a plethora of redevelopment type programs in Miami-Dade County, but with the exception of three or four of the Community Redevelopment Areas, and the Downtown Development Authority to some extent, there has not been conspicuous success in achieving the goals of these initiatives. Again, the Residential Density Feasibility Study observes that instead of approaching solutions to problems singly, effectiveness will be enhanced “...if they are part of a larger strategy to promote infill development and redevelopment.” The Eastward Ho! initiative supports this approach and has probably been successful in elevating public awareness of the benefits of redevelopment and the need for more of it, but whether the rate of this type activity has increased is problematical. Of course, this is not a tightly structured, action-oriented effort, but more of a promotional and information campaign. The Miami-Dade Department of Planning and Zoning has met with success in the Downtown Kendall Plan, which is coming to fruition. It also promotes redevelopment through the charrette process and several have been held. Naranja, Goulds, and Princeton, which contain designated urban centers along the South Dade Busway, seem to have potential given expected growth along this corridor.

Finally, before discussing some steps that can be taken in the context of the CDMP, it would be well to consider this. Despite the substantial potential contribution that infill and redevelopment in the UIA Study Area can make to growth capacity, simply raising the average density of all development throughout the County, very quickly can exceed these amounts. For example, on a square mile of land, if the net residential density is raised from 4.5 units/acre to 6 units/acre, the total units increase by 720. Thus, continuing to be cautious about moving the UDB and modestly increasing densities can make an enormous difference in the supply of housing units and commercial space. This method should be pursued along with more redevelopment.

Proposed Revisions

Objectives/Policy Development

1. Redevelopment (and infill) must be given much more prominence in the CDMP. At least one objective should be added for each.
2. The Department of Planning & Zoning should move forward immediately to formulate appropriate policies to implement Recommendations 1, 2, 4 and 6 in the Residential Density Feasibility Study. The same could apply to Recommendation 5, which is also in

the Proposed Economic Element and could advance to implementation more rapidly through that mechanism. (This particular proposed revision is consistent with and repeats proposed revisions contained in Chapter 1.1 of this report.

3. After careful review the CDMP should support selected Cornerstone Recommendations of the Infill Strategy Task Force (ISTF).
4. A policy should be placed in the CDMP that recommends, under the auspices of the Assistant County Manager for Economic Development and Housing, that an advisory group be assembled to formulate specific action steps to create and, if approved by the BCC, to implement a comprehensive redevelopment/infill program. The policy should indicate membership of the group, including municipalities, the purpose and the timeline for completion.

Other Actions

1. Also, the Additional Recommendations of the ISTF should be carefully reviewed in an expedited manner to determine which ones should be incorporated into the CDMP or dealt with in some other manner.
2. Likewise, the recommendation in the 1999 Final Report of the Brownfields Task Force should be closely reviewed to determine which ones, if any, would be generally applicable to redevelopment.
3. Research to refine the method for identifying redevelopment possibilities should continue in earnest over at least the next year. One of the first things to be done is to validate the model so that it achieves at least a 50 percent probability level for predictability. Once that is done, the option of applying it to other areas beyond the UIA should be investigated.

Appendix 1.2-A

MIAMI-DADE COUNTY INFILL HOUSING INITIATIVE

BACKGROUND

Announced by Mayor Penelas in 1997, the Infill Housing Initiative's aim is to increase home ownership, help redevelop urban neighborhoods, and generate payment of property taxes.

On May 19, 1998, the County kicked-off its Infill Housing Initiative by authorizing, through resolution No. R-555-98, the first of two Requests for Applications (RFAs). Through these RFAs the County sought to identify non-profit community development corporations (CDCs) willing to engage in infill housing development. Under the RFAs, the County would transfer title of County-owned infill lots to these CDCs, who would build the homes and eventually sell them to low- and moderate-income families, with second mortgage assistance from Documentary Surtax funds. This process proved inadequate to meet the challenge of the initiative to build the number of targeted homes per year. Many times the CDCs did not have the financing in place or the means to complete the homes on a timely basis.

For the Infill Housing Initiative to be more effective, it was imperative to establish a process and mechanism to attract and work with private developers with privately-owned lots, rather than confining the program to CDCs and to County-owned parcels of land. The mechanism of utilizing an RFA process also proved to be unsuccessful. The process was taking too long by waiting for a once a year RFA, to negotiate with and respond to inquiries, proposals and requests from the construction industry.

On May 9, 2000, Miami-Dade Housing Agency (MDHA) proposed to the Board, through the County Manager, the authority to establish minimum dollar value for County-owned infill lots, to conduct on a regular basis Invitations for Bids and sell to the highest, responsive bidder those infill lots for the prompt erection of infill homes. MDHA also was to continue the practice of assigning, at no cost, County-owned infill lots to CDCs that demonstrate the willingness, ability and experience to develop these homes in a timely fashion.

In addition to MDHA's initiatives, this Board approved Ordinance 01-47 sponsored by Commissioner Dr. Barbara M. Carey-Shuler, creating a specific methodology for handling infill housing, including identification of property and adjacent property, acquisition of property, transfer and sale of property, reversion of title to the County in the event of non-performance, forgiveness of liens, and rehabilitation loan provisions.

Additionally, the County Manager established the Infill Housing Advisory Committee (IHAC). The IHAC is made up of representatives from various County departments whose functions are key to the development of housing. The IHAC's functions include making further recommendations to streamline the process for infill housing development, addressing concerns

and issues associated with construction and its permitting process, reviewing vacant county-owned lots, impact and utility hook-up fees, and environmental issues to determine if land/lots are suitable for development under the program.

PROGRAM STATUS:

Since 2000, over 600 County-owned properties have been reviewed by the IHAC to determine whether the properties were suitable for development through the Infill Housing Initiative. To date, this process has resulted in 86 properties being awarded to private developers through the County's competitive bid process with an additional 23 lots scheduled for approval by this Board. Additionally, 119 properties have been conveyed to not-for profit development corporations.

MDHA counts on a large number of developers who participate in the Infill Housing Initiative by developing housing on privately owned lots. These developers use such incentives as those provided through Ordinance 01-47, by which County liens are removed at the time of issuance of the certificate of occupancy. This has resulted in the closing of more than 221 new affordable homes, and an additional 133 properties are currently in various stages of development. In addition, MDHA has identified 210 privately-owned properties of which approximately 105 have been determined to be suitable for infill by the IHAC, and these are currently under negotiation for purchase by the Department of General Services Administration (GSA) as part of our commitment to the HOPE VI redevelopment effort.

MDHA continues to ensure the successful development of affordable housing throughout Miami-Dade County. To this end, and to further facilitate infill development, MDHA made available to private developers and CDCs, a \$5 million private line of credit in an initiative with Fannie Mae. The establishment of the Fannie Mae line of credit has resulted in requests of approximately \$13,643,378 specifically for infill development. MDHA has allocated the \$5 million, and is expecting an additional allocation from Fannie Mae of approximately \$15 million. This figure will represent the construction of approximately 350 new affordable homes for residents of Miami-Dade County. MDHA also established a \$1 million construction loan specifically for infill development to assist CDCs with construction costs. MDHA has allocated the \$1 million to participating CDCs.

BARRIERS TO PROGRAM:

Although the program has proven successful, there are a number of barriers that continue to pose a challenge. The following is a list of barriers that developers, CDCs, as well as, MDHA have echoed to be barriers that we must continue to address to enhance the Infill Housing Initiative.

- In order to address liens that are not waived for infill development, such as, municipal, school board and mechanical liens, a trust fund should be created by capturing the tax increment of any infill development to pay for such liens and pay for attorney's fees to quiet title.
- Although the infill ordinance allows for waiver of County liens, this is not automatic and the liens have to be released by recording an official document. It is essential that a process and a lead agency be identified for the recording of such lien releases.
- Exemptions from water and sewer connection charges should be made available to properties constructed or rehabilitated for affordable housing, to include infill housing development.
- In order to reduce land speculation, artificial inflation and over selling to the County, the County should create a land trust and fund it properly to purchase underutilized and abandoned properties in the urban core.
- Zoning issues and the need for variances is one that presents a challenge for developers and non-for-profit organizations participating in the Infill Housing Initiative. To this end, it is imperative that zoning variances for affordable and infill housing should be granted administratively.
- Delays in the approval and issuance of permits.
- Maintenance costs on properties being conveyed and/or bid. Specifically, the minute the properties change ownership, fees are imposed by Team Metro and the Solid Waste Department which were not being assessed when the properties were under County ownership creating a financial burden.
- The County should allow for the waiver of delinquent taxes for infill development.

Note: This appendix came almost entirely from a draft memo prepared by Rene Rodriguez, Director of MDHA, for the County Manager to report to the Board of County Commissioners, February 2003

Appendix 1.2-B

A Method for Determining Potential Redevelopment Sites

Redevelopment in areas that are almost fully developed has become an important factor in the accommodation of further growth. Obsolete uses are replaced with new ones that meet the needs of a growing area such as Miami-Dade. Our goal was to develop a methodology that would identify those parcels with above average potential for being redeveloped. The methodology uses as its source the Real Property File for 2003 and 1995 and four variables: Age of Structure, Parcel Size, Land Value to Building Value Ratio, and the change in Land Value from 1995 to 2003. Parcels meeting the selection criteria explained below were identified as having potential for redevelopment. A more detailed description of the methodology follows.

Methodology

Parcel Identification

1. The sources for data regarding parcels to be analyzed were extracts of the 1995 and 2003 Real Property files. The analysis was restricted to the Urban Infill Area (UIA) and a corridor extending from the edge of the UIA, along U.S.1 to Florida City and an area west of the northeast UIA boundary. The main reason for selecting this area is that was been designated as a preferred location for this activity by the Urban Infill Task Force. Also, it was a consensus opinion that this would be the area with the highest probability of finding parcels with redevelopment potential. The inclusion of the 1995 file was to provide a rate of change in land value over time.
2. Once the sub-file was created, the next step consisted of identifying those parcels with land uses that would not be conducive to redevelopment. Land uses such as cemeteries, parks, jails, etc. were deleted (see attached list). Single-family uses were also eliminated, since for any meaningful redevelopment to take place, a number of parcels would have to be assembled and a number of zoning issues would come into play. Unless a parking lot had a building on it valued at \$10,000 or more, it would not be considered for selection. A separate parking lot file was also developed containing sites of at least one-half acre and no structure on them.

Excluded Land Uses

<u>CLUC</u>	<u>Land use</u>
1	Single family
2	Duplex
4	Residential Total Value
5	Cluster Home
6	Mobile Home
7	Condo (residential)
8	Cooperative-Residence
9	Mixed-Use Residence
10	Townhouses
17	Commercial-Total Value
18	Commercial Condo
20	Dock-Total Value
23	Condo-Timesharing
40	Municipal
45	Public Administration
46	Penal Institution
47	Dade County
48	B.O.P.I.
49	Mixed Use (Gov't)
52	Playground
53	Golf Course
54	Cemetery
61	Airport/Terminal or Marina
62	Railroad Assessment
63	Utility
64	Right-of-way
71	Grove or Orchard
72	Crops
79	Mixed-Use Agriculture
80	Vacant Land
81	Vacant Land
82	Glade
83	Marsh or Swamp
85	South Florida Water Management District
86	Trustee II
89	Back Assessment
90	Land Available for Taxes
91	River
92	Lake
93	Submerged Land
98	Federal
99	State of Florida

2. In order to obtain more accurate area specific data and to avoid the inclusion of misleading countywide ratios, the area of analysis was subdivided as follows: Northeast, Northwest, Central, Downtown, South Central, and the U.S.1/Dixie Highway corridor. It was felt that in a County as large and diverse as Miami-Dade, countywide statistics would not be appropriate for some variables where more localized information was available.
3. After evaluating a number of variables contained in the Real Property file, four variables were selected as best indicators for redevelopment potential. These were: Parcel size, the Age of Structure, Land Value to Building Value Ratio, and the Change in Land Value between 1995 and 2003.
5. The next step consisted of developing statistics for each of the six sub- areas. The mean, mode, median, and standard deviation for the distribution of each variable were derived. For age of structure and parcel size, a single countywide average was used as the standard instead of area specific thresholds. It was assumed that 40 years would represent the useful life of most structures in Miami-Dade County and that parcels smaller than .5 acres would be too small for substantial redevelopment. Thus, to be selected a building had to be at least 40 years old and on a parcel of .5 acre or more. For land value to building value ratio and the percent change in land value, only those records in the top 40% of the area distribution were selected. In addition, only those parcels with a market building value in excess of \$10,000 were considered. The logic for this last step is to delete any properties that are too small or insignificant to be considered real redevelopment.
6. Those parcels meeting these criteria were plotted and the data tabulated by each of the sub-areas and by broad zoning categories. (See tables in text)
7. It is our feeling that this method gives conservative results in terms of number of parcels and acreage. If one or more of these variables were dropped out, the numbers would be higher. But, we are convinced that this method is closer to reality than more simplified ones. Redevelopment is not easy; if it were, there would be a lot more of it.
8. The analysis and results described here require a caveat. This study is designed to provide information on the possible extent of redevelopment based on quantitative data derived from applying certain stated assumptions and criteria. It is not meant to be a predictor of redevelopment for any given site or combination of sites. Clearly, before any redevelopment project is undertaken, a site inspection would have to be made and a number of variables assessed.

Type and Intensity of Development

However, for the purposes of this analysis, an estimate of the redevelopment that might occur was desired, so some method had to be devised to accomplish this. It was decided to adopt an approach utilized in a previous study. This was part of a Settlement Agreement with DCA to

bring the County's Transportation Element into compliance. It involved estimating the amount and locations of increased development and redevelopment along transit lines so as to partially offset growth pressures in the outer fringes.¹⁰

Then, as now, estimating redevelopment potential requires answers to three questions: How much acreage will be involved? What type of use will go on a site? What will be the intensity of that use? The committee that worked on the earlier study recognized that organized empirical data on redevelopment in the area did not exist; that is still the situation. Determining a reliable redevelopment potential for a site requires detailed analysis of many factors, but the Committee's aim then, and the purpose now is less exacting; produce redevelopment potentials that are hypothetical but essentially realistic. In the previous study, the first question was answered by simply assuming a range of possible redevelopment depending on the use and corridor (the range was 10-40 percent). The second question was answered by assuming the same use that was on the site, or the underlying zoning. The third question was dealt with by developing a set of buildout factors, which varied according to location, type of use, and allowable density factors. The same general approach will be utilized here with the major difference being that the earlier study focused on sites strictly within given proximity to existing or planned transit line stations. While current or expected future rail transit lines traverse each of the sub-areas, the majority of the sites in this present study are located well away from these lines with only a few exceptions. On the average, these sites will receive a lower redevelopment probability ranking. The steps involved in this are set forth below.

Lacking site specific information, it would be highly speculative to project the type and intensity of development that might take place on those redevelopment parcels identified. Consequently, a logical solution was to assume that the redevelopment would closely match the existing pattern of land uses within the UIA. Therefore, all acres in each of the sub-areas were aggregated into four broad-based land uses and their percent of total computed. The existing distribution was then applied to the potential acres for redevelopment, by sub-area, to generate potential redevelopment acres by the four broad land use categories. The main effect of this step was to move some commercial acreage to residential.

1. Once the number of potential redevelopment acres by land use by sub-area was computed, then the level and intensity of redevelopment was derived. To assign the level of redevelopment all present and projected transit stations inside the UIA as well as all Metropolitan Urban Centers within the same area were identified. It was assumed that any parcels within .5 miles of a station or the Metropolitan Centers would develop at 100 percent. Those parcels outside the .5-mile radius would develop according to probability factors ranging from a low of 45 percent in the Central sub-area to a high of 90 percent in the Downtown sub-area.
2. The last step consisted of assigning the intensity of development by land use for each of the six sub-areas. The factors for residential units and commercial square footage were obtained from the transit study previously cited (See footnote). No factors were applied

¹⁰ Miami-Dade County, Department of Planning and Zoning, Methodology for Developing Transit-Oriented FSUTMS Dataset, Research Section, February, 1999.

to Industrial or Other uses and the acres for these uses were reported “as is” because of a lack of historical evidence as to how they would develop.

Any attempt to identify and forecast potential redevelopment is in itself a highly perilous endeavor. While the variables selected are appropriate and the relationships logical, this is still a hypothetical undertaking. Lack of historical empirical data has impaired our ability to test and validate the current methodology. This is exacerbated in the case of Industrial and Other land uses. The dearth of specific detailed parcel/project based information and reliance on secondary sources, such as the Property Appraiser’s file, present problems especially when dealing with condominiums and townhouses, as well as being absent of links to previous uses and land assembly. Nevertheless, it is felt that the current method provides reasonable estimates of potential redevelopment. A more thorough testing and validation process will require acquisition of detailed site specific information over a reasonable time period as well interviews with developers to gauge what are the factors that elicit redevelopment as well as what type of redevelopment will take place.

Anecdotally, we were able to identify one or more sites in several areas that the model selected which are under redevelopment or are slated for it. These areas were the South Miami CRA, downtown Coral Gables, Brickell Avenue, downtown Miami, the Design District and Biscayne Boulevard north of Miami Shores. This is suggestive, but is not a substitute for a systematic, well-designed test procedure.

Lack of available time precluded us from undertaking a major site-specific effort to check the validity of the model. Nevertheless, a quick review of several potential sites identified by the model yielded six sites undergoing redevelopment at this time or slated for redevelopment in the near future. Four sites are located on the north side of the mouth of the Miami River in the Downtown area. Currently, three of the sites (4 acres) are utilized as parking lots and the fourth site is the Dupont Plaza Hotel and Apartments (3 acres). The parking lots will be replaced with three high rise towers and developer Ugo Colombo will replace Dupont structures with two high rise towers. The fourth site is in the Hialeah area on the east side of Westland Mall and consists of 3.5 acres parcel containing 56 multifamily units located on S.W. 57 avenue and 74 street. These units will be replaced with luxury condominiums.

1.3 ANNEXATION AND INCORPORATION: CONTROL OF AREAWIDE PLANNING FUNCTIONS

Introduction

In the 1995 Evaluation and Appraisal Report (EAR) the issue of retaining control of areawide functions in light of a trend toward municipal incorporation and annexation emerged. In particular, the question is raised of how the County can manage growth and development and coordinate land use, urban service delivery and environmental protection under these circumstances. State growth management laws give each governmental entity, municipalities and county alike, primary planning responsibilities over their jurisdiction with no recognition made for the County's need to carry out its considerable areawide responsibilities. The County Charter empowers Miami-Dade County to prepare countywide comprehensive plans and set minimum standards for facilities and services throughout the County. However, as more urban area comes under municipal planning jurisdiction through incorporation and annexations, planning functions become more piecemeal and locally focused. Therefore, an increasing need for strengthening of the County's areawide planning responsibilities and capabilities exists, particularly with regard to facilities of Countywide concern such as airports, mass transit, jails, waste disposal sites and other regional facilities.

As noted in the 1995 EAR Land Use Report, this spate of incorporations and annexations is fairly recent. Shortly after its inception in 1957, Metro-Dade County approved the incorporation of Islandia. In the late 1970s a new municipality in the Model City area was proposed, but was blocked due to fiscal shortcomings. Then in 1990, Key Biscayne was formed becoming the 27th municipality.

Annexation and Incorporation Trends

Annexations to current municipalities and municipal incorporations have increased dramatically since 1990. Six new municipalities have been established in Miami-Dade County since 1995, including: Pinecrest, Aventura, Sunny Isles Beach, Miami Lakes, Palmetto Bay, and most recently Miami Gardens. A seventh incorporation, Doral, is scheduled to vote on its charter in June 2003. The current and proposed municipalities are depicted in Figure 1.3-1. Also, seven major annexations are under consideration for approval. It is estimated that the incorporation or annexations of lands through 2003 represents a loss of unincorporated area equaling 68 square miles: a significant amount of land currently under County jurisdictions. Table 1.3-1 identifies each of the newly incorporated area, the date of incorporation and the amount of acres associated with each incorporation.

Table 1.3-1
Incorporated Areas of Miami-Dade County 1995-2003

Municipality	County Ordinance Number	Date Adopted	Acres	Square Miles
Islandia	60-45	December 6, 1960	NA	
Key Biscayne	90-142	December 18, 1990	NA	
Aventura	95-73	May 02, 1995	1,918.6	3.00
Pinecrest	95-207	November 21, 1995	4,816.7	7.52
Sunny Isles Beach	97-7	June 16, 1997	644.3	1.01
		Election on Charter		
City of Miami Lakes	00-112	Sept. 19, 2000	4,248.3	6.64
Palmetto Bay	02-118	July 9, 2002	5,471.3	8.55
Miami Gardens		Election on Charter		
		May 13, 2003	12,430.6	19.42
Doral		Election on Charter		
		Expected June 24, 2003	9,805.6	15.32
Total Incorporated Area as of July 2003			39,335.40	61.46
Total Annexation as of February 2003			4,195.82	6.56
Total Incorporation and Annexation Area			43,531.22	68.02

Source: UMSA, Miami-Dade County Department of Planning and Zoning, 2003

NA – Not Applicable

Table 1.3-2 shows other areas of unincorporated Miami-Dade County, which have expressed a desire to incorporate. This table indicates that should all areas incorporate, the unincorporated area would be reduced by another 72 square miles, a loss greater than the amount lost to annexation and incorporation since 1995.

Table 1.3-2
Miami-Dade County Authorized Municipal Advisory Committees as of June 2003

MAC Name	Square Miles	Acres
Cutler Ridge	11.30	7,232.0
East Kendall	13.34	8,537.6
Fontainebleau	1.72	1,100.8
Goulds	2.75	1,760.0
North Central Dade	12.56	8,038.4
North East Dade	3.16	2,022.4
North West Dade	8.10	5,184.0
Plant	3.90	2,496.0
Redland	28.95	18,528.0
Total	72.44	54,899.2

Source: UMSA, 2003

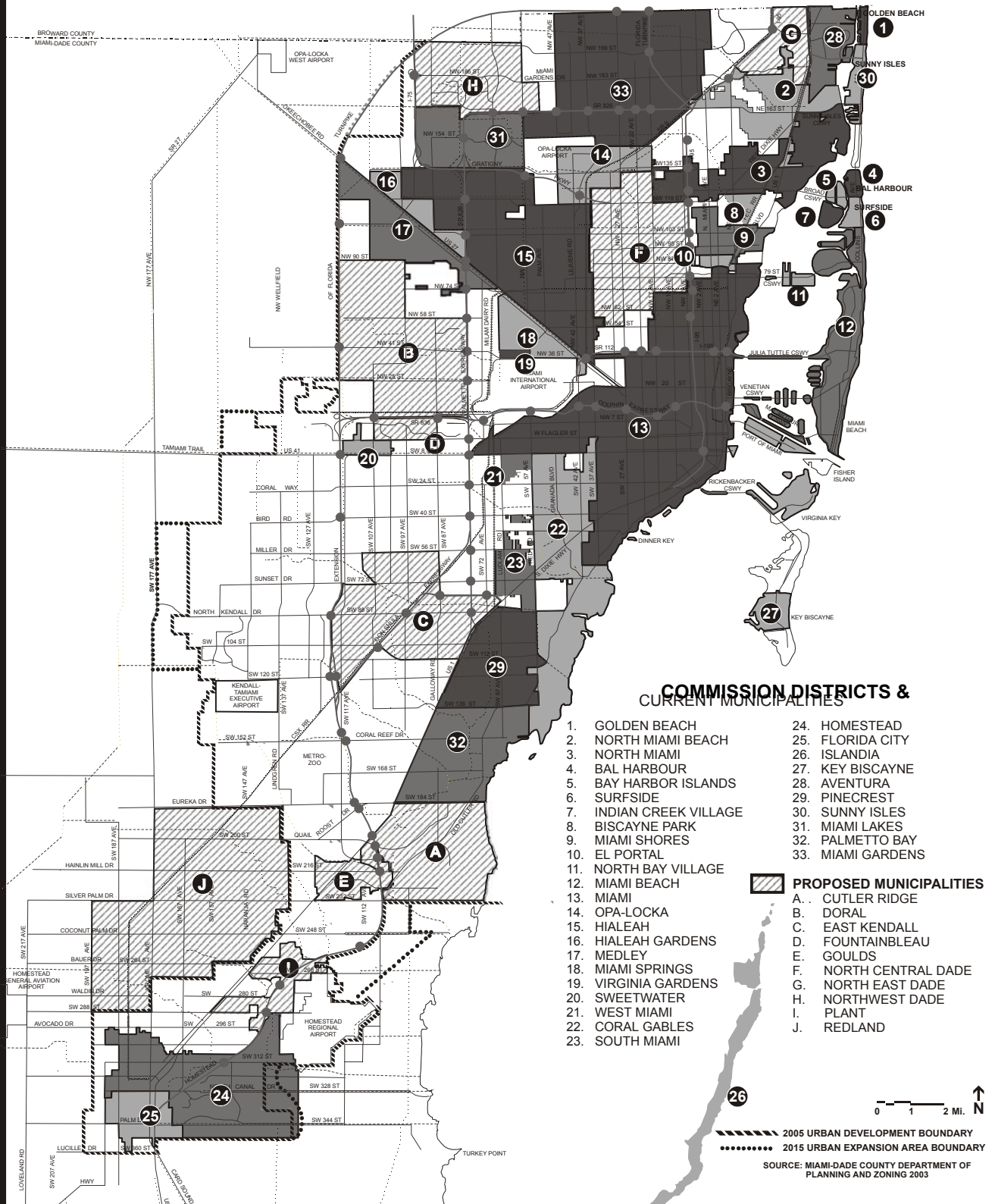


Figure 1.3-1
**CURRENT AND PROPOSED MUNICIPALITIES
 IN MIAMI-DADE COUNTY**

DEPARTMENT OF
 PLANNING AND ZONING

Many functions of areawide concern, such as the Urban Development Boundary (UDB), areawide parks and the Metrorail, are included in the existing and proposed incorporated and annexed areas.

Some may raise the question, why is the County so concerned about this situation now and attempting to increase its powers relative to municipalities? It is true that when the first growth management legislation was passed in 1975 there were already 26 municipalities in the County. It was 15 years later when a 27th municipality was added, with seven more having been formed in the past eight years. So, for more than 20 years County planning and growth management functioned, most would say fairly effectively, with the existence of many cities, big and small. However, conditions in Miami-Dade County have radically changed since 1975. There are several fundamental factors, which compel the examination of the County's role in comprehensive planning at this juncture.

1. Population growth - There are almost 900,000 more residents here today than in 1975, for a total population of 2.3 million.
2. Urban land – In 1975 there were 276 sq. miles of urban land use; in 2001 there were 440 sq. miles, a growth of 164 sq. miles.
3. Urban Development Boundary – The UDB was put in place in 1983 and only the small cities of Homestead, Florida City, Sweetwater, Medley, and Hialeah Gardens were close to it. In 2003 several more existing or proposed cities are close to it and Homestead is beyond.
4. Transit – In 1975, the County operated only the bus system. Metrorail began service in 1984 and the inner loop of the Metromover system was in place by 1985. The public recently voted in a ½ cent sales tax to support major expansion of the bus and rail systems. Miami-Dade County's traffic congestion has risen rapidly and the area is now one of the nation's most heavily congested urban centers.
5. Unincorporated Area – The unincorporated portion of Miami-Dade is very large (about 92 percent of the County), but most of it is comprised of Everglades National park and water conservation areas. The portion within the UDB is less than half of the total, but as mentioned above is quickly being converted to municipalities.

These five factors form the basis for discussion of this major issue.

Areawide Planning Functions

The 1995 Evaluation and Appraisal Report (EAR) cited the incorporation of unincorporated Miami-Dade County as a major problem for the future and identified key areas in which countywide control was desirable to provide coordinated growth management. Four areas were identified in this document as necessary to continuing effective growth management for the County. These are as follows.

- Urban Development Boundary (UDB) and low intensity land use classification outside the UDB, protection of wetlands, wellfields and aquifer recharge areas.
- The need to identify urban centers as future hubs for urban activities and support such centers with intensified densities to slow the rapid consumption of land for urban use.
- Intensification of urban development around the Metrorail and other major transit routes in order to enhance ridership, thus capturing the benefits of the huge investment.
- Provision of regional public utilities and support services, which may be viewed as undesirable by communities.

The identification of this problem prompted the Board of County Commissioners to adopt a “Statement of Legislative Intent” in the Comprehensive Development Master Plan (CDMP). This Statement of Legislative Intent echoed the concerns of the 1995 EAR. Part B of this statement reinforced the rights of municipalities to govern development-related activities. However this statement recognizes that regardless of municipal authority there are “...fundamental growth management components of the CDMP that are necessary to carry on a central metropolitan government ...” and that these should “...serve as minimum standards for zoning, service, and regulation to be implemented through all municipal comprehensive plans and land development regulations.” These components are identified as follows.

1. The UDB, Urban Expansion Area (UEA), and the CDMP provisions which prescribe allowable land uses and public services and facilities outside the UDB,
2. The Policies for Development of Urban Centers contained in the text of the Land Use Element.
3. The Population Estimates and Projections as mapped in the Land Use Element, and,
4. Policies which provide that the County shall maintain and utilize its authority provided by the Miami-Dade County Charter to maintain, site, construct and operate regional public facilities in incorporated and unincorporated areas of the County.

Below is a brief description of each of the identified areawide functions and the related CDMP policies.

Urban Development Boundary

As far back as 1960, Miami-Dade County has emphasized the separation of urban and non-urban land uses. In 1983 the identification of the UDB on the Land Use Plan Map (LUP) became the adopted growth management tool to separate urban and non-urban land uses, promote contiguous development, and prevent uncontrolled growth from prematurely consuming environmentally sensitive areas such as wetlands, water supply wellfields, aquifer recharge areas and farmlands. The analysis of residential supply is provided during every CDMP amendment cycle, twice a

year during odd years, once during even years; however, the data used to perform these evaluations is updated approximately every two years. During these time frames projected countywide residential supply is evaluated in keeping with Policy 8G of the Land Use Element, which states:

The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption).

The Urban Expansion Area (UEA) identifies that area most likely to be expanded between 2005 and 2015 should residential supplies warrant moving of the UDB. An amendment to expand the UDB can only be filed in April of odd calendar years, unless requested by special amendment cycle. The UDB as currently depicted on the Land Use Plan Map for 2005 and 2015 denotes the boundary within which urban development may occur through 2005. The LUP Map as an adopted component of the Land Use Element of the CDMP for Miami-Dade County is used in conjunction with adopted goals, objectives, policies to guide anticipated growth of the County. The objectives and policies of the CDMP manage development outside the UDB by limiting public expenditures for urban services and infrastructure improvements and minimizing development in environmental sensitive areas. Policy 2B of the Land Use Element states:

Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Dade County shall be given first to serve the area within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) map. Second priority shall support the staged development of the Urban Expansion Area (UEA). Urban services and facilities which support or encourage urban development in Agriculture and Open Land areas shall be avoided, except for those improvements necessary to protect public health and safety and which service the localized needs of these non-urban areas.

Prohibition of such urban services and expenditures on the construction of new roads, the extension of water and sewer lines and the development of park and recreation areas have been instrumental in maintaining the rural character of the western fringes.

Environmentally sensitive areas and farmlands have been protected through several policies contained in the Land Use, Conservation, Aquifer Recharge, and Drainage, and Coastal Management Elements. In particular, Policy 8H of the Land Use Element states:

“When considering land areas to add to the UDB, after demonstrating that a countywide need exists,

i) The following areas shall not be considered:

a) The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 25 Street, and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;

- b) Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District;
 - c) The Redland area south of Eureka Drive; and,
 - ii) The following areas shall be avoided:
 - a) Future Wetlands delineated in the Conservation and Land Use Element;
 - b) Land designated Agriculture on the Land Use Plan map;
 - c) Category 1 hurricane evacuation areas east of the Atlantic Coastal Ridge; and
- ...”

Control of the UDB is essential for containing urban sprawl and staving off development in environmentally sensitive areas and farmlands. To date, maintenance of the UDB has been shown to be an effective growth management tool; one that can most effectively be implemented at the County level and therefore should be maintained as a County function.

Urban Centers

The population of Miami-Dade County grew by over 300,000 people between 1990 and 2000 and the most recent analysis projects that countywide residential land supply inside the UDB will be depleted by 2020. Depletion of the land supply can be extended by emphasizing infill, redevelopment, and higher densities in selected locations.

The Urban Centers act as hubs for future urban development. This concept requires intensely developed areas to be identified around which a more compact and efficient urban structure will evolve. As outlined in the CDMP, the Urban Centers rely heavily on mass transit corridors and moderate- to high-intensity design-unified areas. The County has identified three scales of centers in the CDMP:

- Regional, such as the downtown Miami central business district;
- Metropolitan Centers, such as the Dadeland area, and
- Community Centers, which will serve localized areas, such as at the intersection of SW 137 Avenue and Kendall Drive.

Development of Regional and Metropolitan Centers are often closely tied to transit stations which are encouraged to be at or near the core of the center. Development densities then replicate the densities around mass transit stations as outlined in Policy 7F of the Land Use Element. These densities are defined as follows:

Residential development around rail rapid transit stations should have a density of at least 15 dwelling units per acre (15 du/ac) within ¼ mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and at least 10 du/ac between ¼ and ½ mile walking distance from the station.

The Urban Centers currently identified by the CDMP are depicted in Figure 1.3-2.

As seen in this figure, all Urban Centers are located on major transportation and or proposed or existing mass transit routes. The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. Policy 1B of the Land Use Element expresses the role of Urban Centers:

Major centers of activity, industrial complexes, regional shopping centers, large-scale office centers and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility.

Urban Centers are of particular importance to transit. Construction and operation of public transit facilities such as Metrorail, constitute a significant financial investment for a Metropolitan area. The success or failure of mass transit system depends on ridership, which in turn is dependent on proper placement of routes into areas of greatest need, such as employment centers and Urban Centers. As with the Urban Center, mass transit systems are dependent on intensification of densities. Therefore, development along transit routes with higher densities around transit stations is essential for success of the system. Objective 7 of the Land Use Element states:

By 2003, Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors to be planned and designed to promote pedestrianism and transit use.

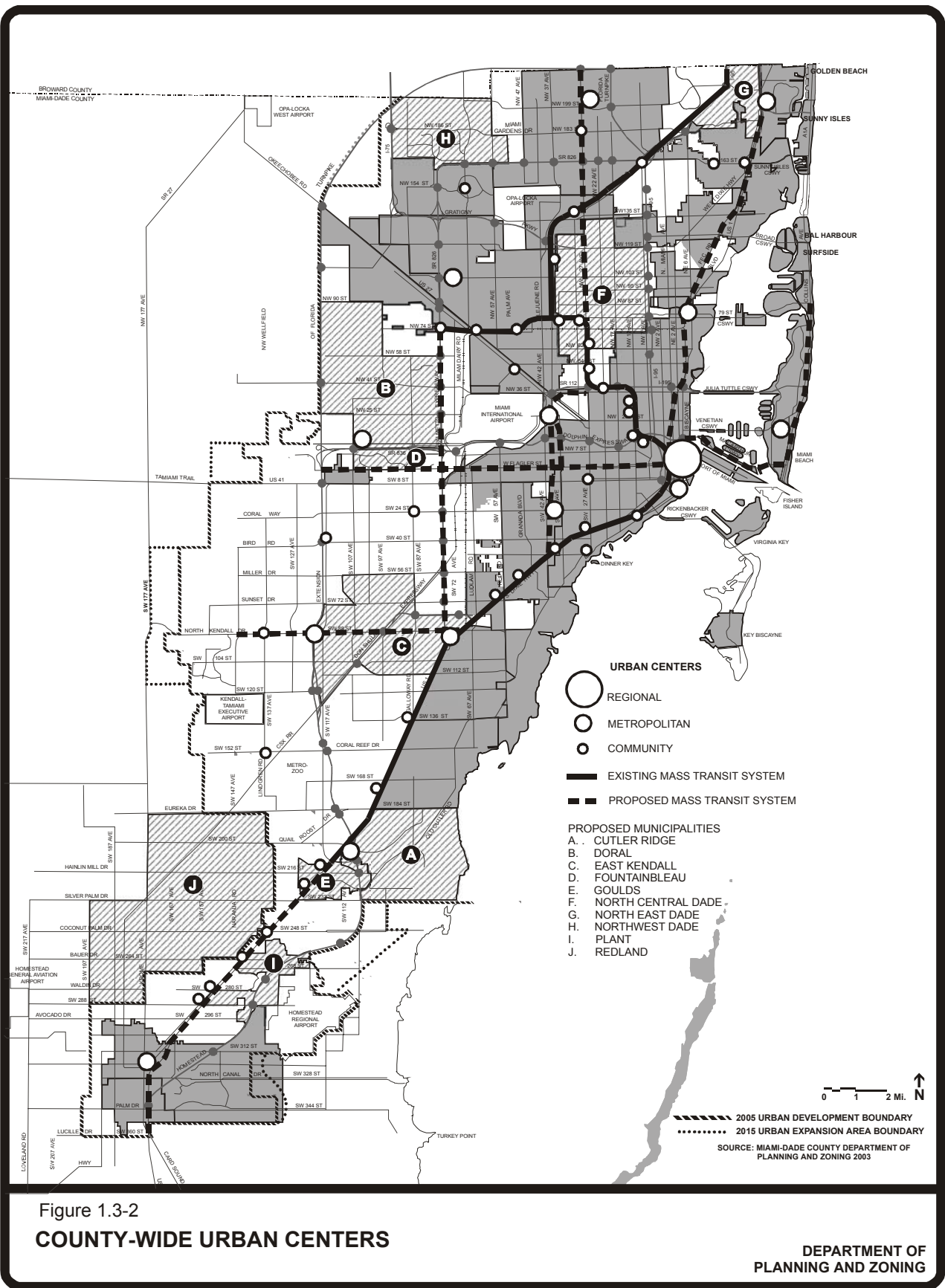
Density and the relationship with transit is woven throughout the Land Use and Transportation Elements. In particular, Policy 2B of the Mass Transit Subelement states:

The area surrounding future rapid transit stations not yet sited and depicted on the Land Use Plan map shall be designed and developed, at a minimum, as community urban centers, containing land use and development designs that promote transit use as defined in the Land Use Element.

Additionally, Policy 7F of the Land Use Element outlines minimum development densities around transit stations.

Facilities of Countywide Impact

For purposes of this discussion, facilities of countywide concern are divided into two categories; density dependent and density limited. The first category, density dependent, includes public



facilities, which provide maximum efficiency when located in dense urban areas. The second category relates to public facilities necessary for metropolitan areas, the location of which creates conflict with surrounding land uses. Airports, landfills and jails are a few examples. Each category has specific needs which can only be attained through a countywide approach.

Density Dependent

Facilities for which density is critical, include public transit systems and parks. In each case the CDMP has identified the need for these functions to be located in areas with high density. Mass transit has been discussed under Urban Centers.

Facilities such as public schools, fire stations, and parks are also dependent on density and are located based on the need of the area. Policies related to these facilities do not encourage density, but rather set guidelines for location of these facilities in more dense areas. This is noted through the Level of Service Standards, which have been adopted on a Countywide basis. For example, Policy 1A of the Parks and Open Space Element states:

Areawide park and recreation open spaces shall be provided to meet the diverse needs of all Miami-Dade County residents and tourists. They shall continue to be established on the presence or development of regionally significant natural, historic, cultural, or tourism resources. Areawide park and recreation open spaces include Metropolitan Parks, Natural Area Preserves, Special Activity Areas, and Greenways. The County shall be responsible for providing areawide park and recreation open spaces to all Miami-Dade County residents and tourists.

Policy 1D reinforces the need to retain control of Countywide parks in Policy 1D, which states:

In cases of annexation or incorporation efforts, the County shall employ the following guidelines on a case-by-case basis:

- i) The County shall not transfer either the operation and maintenance or title of any district park, metropolitan park, natural area preserve, special activity area, or greenway to a municipality; ...

Although several policies within the CDMP speak to the county's responsibility to provide these public facilities, many policies discourage siting of facilities, which will promote sprawl or encroach upon the UDB. This is illustrated through Policy 2.1 of the Educational Element, which states: "It is the policy of Miami-Dade County that the Miami-Dade County Public School System shall not purchase sites for schools nor build new schools outside of the Urban Development Boundary."

Other public facilities considered under the density dependents category include: police, fire rescue, hospitals and many neighborhood and community services. Siting of these facilities is stated in the Land Use text for "Institutional and Public Facilities".

Neighborhood- or community-serving institutional uses and utilities including schools and fire and rescue facilities in particular, and cemeteries may be approved where compatible in all urban land use categories, in keeping with any conditions specified in the applicable category, and where provided in certain Open Land subareas.

It is a County responsibility to provide some community services, such as jails, rehabilitation centers, homeless shelters and the like, although such services are strongly opposed by most residential communities. The County has addressed this issue in the Land Use text for “Institutional and Public Facilities”, by stating:

“...When considering such approvals, the County shall consider such factors as the type of function involved, the public need, existing land use patterns in the area and alternative locations for the facility...”

Density Limited

Public facilities, such as airports, landfills and waste-water treatment plants, are necessary to support urban development; however these uses are often incompatible with other land uses. Additionally, such uses may have the need to expand to accommodate future demand. Given that these facilities are necessary to a metropolitan area, it is the responsibility of the County to site, construct and operate such facilities. Furthermore it is the responsibility of the County to protect these public facilities from encroachment.

Objective 4 of the Land Use Element, provides several policies to reduce the incompatibility between land uses. In particular Policy 4C states:

Uses designated on the LUP map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.

Additionally, policies are included in the Land Use Element for implementation such as the Homestead Air Reserve Base Air Installation Compatible Use Zone and provision of land for utility siting. Policy 1F of the Water and Sewer Subelement states:

Miami-Dade County shall use all practical means to assure that land in the vicinity of water and wastewater treatment facilities is developed for a use that is compatible with the operation of said facilities. The County shall discourage changes to the Land Use Plan map or land development regulations which would permit land uses that are incompatible with the continued operation or planned expansion of these facilities. Residential uses shall be considered incompatible with these public facilities where spillovers, particularly noise and odor, can reasonably be expected.

Similar wording is provided for solid waste disposal facilities in Policy 1C of the Solid Waste Subelement. The Airport Compatibility Ordinance was adopted by the Board of County Commissioners to address similar issues around airports.

Ability to Control Functions of Areawide Concern

In light of the trend toward incorporation and annexation, Miami-Dade County must evaluate the means at its disposal to deal with functions of areawide concern. It is in the public interest that the County retain the ability to control the areawide functions previously described.

Although it stresses the unincorporated area, the CDMP for Miami-Dade County also addresses incorporated areas due to the various area-wide responsibilities of Miami Dade County government. Nonetheless, each of the 33 municipalities in Miami Dade County is required by State Law to adopt its own comprehensive plan for the area within its jurisdiction.

Under Chapter 163 Part 2 of the Florida Statutes (F.S.), municipal plans are required to be coordinated with the County's plan and consistent with the State Comprehensive Plan and the applicable regional plan, in this case the South Florida Regional Policy Plan. Each jurisdiction may comment on another jurisdiction's plan and submit comments to the State. State Law also requires an Intergovernmental Coordination Element (ICE) as a part of comprehensive plans. Only the State, through the Florida Department of Community Affairs (DCA) has the ultimate authority to determine whether or not a local government comprehensive plan is in compliance with State law. The County does not have authority under State law to approve or deny municipal plans.

However, as previously discussed, the CDMP through Section B of the Statement of Legislative Intent, describes the intent of the Board of County Commissioners with respect to the relationship of municipal plans and the CDMP, and lays the groundwork for provisions to protect functions of areawide concern. Additionally, the County Charter and County Code contain provisions that allow the County to establish minimum standards for planning and zoning in municipalities and to reserve jurisdiction for the location of and uses outside of the UDB.

Section 4.07 (2) of the Home Rule Charter of Miami –Dade County, defines the following as responsibilities of the Department of Planning and the Planning Director

..., the planning director shall among other things

(2) Prepare for review by the Planning Advisory Board, and for adoption by the Board of County Commissioners. ...minimum standards governing zoning, subdivision and related regulations for the municipalities; and prepare recommendations to effectuate the master plan and to coordinate the county's proposed capital improvements with the master plan.

(3) Review the municipal systems of planning, zoning, subdivision, and related regulations and make recommendations thereon with a view of coordinating such municipal systems with one another and with those of the County Manager

In addition, Section 5.02 of the Home Rule Charter of Miami –Dade County states,

Each municipality shall have the authority to exercise all powers relating to its local affairs not inconsistent with this Charter. Each municipality may provide for higher standards of zoning, service and regulation than those provided by the Board of County Commissioners in order that its individual character and standards may be preserved for its citizens.

Section 2-116.1.2 of the Code of Miami-Dade County also addresses the issue of the County's role in establishing and amending the UDB. It reads

Sec. 2-116.1.2. Applicability of Comprehensive Master Plan to Municipalities

(a) The location of the Urban Development Boundary (UDB) and permitted land uses outside the UDB shall be governed by the Dade County Comprehensive Development Master Plan (CDMP) notwithstanding the fact the UDB may lie within a municipality.

(b) Any amendments to the UDB line or land uses permitted by the CDMP shall be filed and processed in accordance with procedures for applications located within the unincorporated area.

(c) All municipal land use decisions outside the UDB line shall be consistent with the CDMP.

Conclusions and Recommendations

As noted above the County has the authority to control growth over functions of areawide concern even in municipal areas. However, with few exceptions such as the Rapid Transit Zone and the Landscape Ordinance, the authority has not been invoked. Typically, once a new municipality is incorporated and adopts its own Master Plan and zoning code, the County no longer plays a role in future development or regulating land development within the municipal boundaries. As alluded to in an earlier section, this state of affairs worked rather well, for the most part, for many years. However, the current and likely future conditions with respect to the five factors initially identified, point to the need to modify the status quo. Some ways the County can accomplish this acting through the CDMP are suggested below.

Urban Development Boundary

1. Section 2-116.1.2 of the Code of Miami-Dade County, which deals with applicability of the CDMP to municipalities should be rigorously applied.
2. The Population Estimates and Projections map should be adopted as a coordinating element of plans produced not only by all County agencies, but also all municipalities.

3. All incorporation and annexation proposals beyond the UDB will be subject to Sec. 2-116.1.2(b) of the Code of Miami-Dade County.

Urban Centers

1. The Urban Center development guidelines should be adopted as minimum standards for development in CDMP-designated Urban Centers, countywide. At a minimum, these standards should apply to any designated Urban Center containing a Metrorail station.
2. A joint county/city planning board should be formed to deal with instances in which the minimum standards for Urban Centers cannot be met.

Facilities of Countywide Impact

1. The County should adopt policies in the CDMP and Ordinances retaining the ability of the County to site necessary public or semi-public facilities countywide, and to reserve rights of way and plan and construct planned transportation facilities.
2. A list of facilities of countywide impact should be prepared and placed in the CDMP. The County should adopt policies in the CDMP and Ordinances requiring review and approval by the County of land uses adjacent to those public facilities as listed in the CDMP.
3. Areas designated Transportation on the Future Land Use Plan map, representing the major components of Miami-Dade's existing and future transportation system shall not be annexed or incorporated into municipalities, or alternatively the County shall retain regulatory authority over such areas.

1.4 GROWTH IMPACTS AND AFFORDABLE HOUSING

Introduction

In essence, this major issue can be stated as, how does the local area cope with the housing needs caused by continuous high levels of population growth, especially given that a large portion of the new residents are of lower income status?

Between 1990 and 2000, Miami-Dade County added 316,268 people in a continuation of its history of high levels of population growth. The magnitude of this growth, its makeup (primarily immigration), and an economy which produces relatively low incomes makes for a daunting task regarding the provision of affordable housing. A study done in 1995 showed that between 1990 and 2015, Miami-Dade County will need 135,200 new low-income housing units. An update done in 2003 indicates that 68,000 will be needed between 2000 and 2015, and 56,700 in the 2015-2025 period (see Table 1.4-1). This need is limited to the housing required by new households and does not include the needs of existing population which are living in overcrowded or excessively costly housing. Census data show that in 2000, there were 77,000 overcrowded units and 204,100 cost burdened units in the low-income household category.¹¹

These are the two most significant housing problems in Miami-Dade County. In 1990, about 18.2 percent of all households experienced the first problem and this increased to 20.0 percent by 2000. In 1999, for households with incomes below \$35,000, about 73 percent of owners and 72 percent of renters devoted more than 30 percent of their income to housing costs.

Table 1.4-1
Total Housing Demand by Tenure
for Very-Low and Low-Income Households
Miami-Dade County, Florida
2000-2015 and 2015-2025

Tenure	Total Demand	Total Very-Low And Low-Income Demand
<u>2000-2015</u>		
Total	174,685	67,991
Owner	122,593	35,379
Renter	52,092	32,612
<u>2015-2025</u>		
Total	119,527	56,682
Owner	81,794	30,555
Renter	37,733	26,127

Source: Miami-Dade County, Department of Planning and Zoning, Research Section, 2003.

There were 84,419 new households added in Miami-Dade County from 1990 to 2000. Some very small percentage of the population may be homeless, but the vast majority are housed.

¹¹ There is an unknown overlap between cost burdened and overcrowded households.

Unfortunately, large numbers live in overcrowded conditions or pay too much for housing or both, as the data presented shows. To help address these needs, Miami-Dade County has one of the largest and most comprehensive assisted housing programs in the nation. The clientele ranges from very low income households to upper middle income households. More than \$50 million annually is programmed in a wide assortment of ways to provide adequate shelter to participants. But, realistically the magnitude of the needs is such that major advances in meeting them will not be accomplished unless additional efforts are brought to bear; at present there are about 75,000 assisted housing units throughout the County. This stock increases by only 1,500-2,5000 units yearly, sometimes less, as a result of all public assisted programs. This rate of production must be accelerated if the high levels of housing needs are to be reduced.

Given Miami-Dade County's current and projected demographic makeup, income distribution, poverty levels and sources of growth, this high demand for low and moderate income housing is not going to abate. One approach to dealing with it is to apply a set of policy initiatives directed at improving economic prospects and incomes for the labor force, particularly those at the lesser skill levels. However, even if successful over the next 10 to 20 years, it is likely that it may only keep the housing problems from getting worse. Thus, the need for adequate housing across all income levels must be addressed directly. Each year the broad menu of assisted housing choices meets only a small fraction of the needs. Also, many households with moderate incomes do not qualify for these programs and must purchase housing in the market. Data repeatedly show that a large number of these households end up devoting a larger share of their income to housing than is considered reasonable. This can be seen by reference to Tables 1.4-2, 1.4-3, 1.4-4 and 1.4-5. For owner households (Table 1.4-2), all income categories except that greater than \$50,000, the percentages devoting more than 35 percent to housing costs are quite high. The same is true for renter households up to an income level of \$34,999 (Table 1.4-3). Moreover, except for renter households with incomes below \$10,000, all these percentages are considerably higher than in 1990. Tables 1.4-4 and 1.4-5 offer cost comparison between Miami-Dade, the State of Florida, Broward and Palm Beach Counties.

Table 1.4-2
Owner Costs as a Percent of Income
Miami-Dade County, Florida 2000

Housing Cost	Income Range				
	Less Than \$10,000	\$10,000 - 19,999	\$20,000 - \$34,999	\$35,000 - \$49,000	Greater Than \$50,000
Less Than 20%	0.8	6.7	19.7	25.7	58.4
20 - 29%	3.0	14.1	16.8	29.0	28.6
30 - 34%	2.4	7.0	9.2	14.4	5.9
Greater than 35%	93.8	72.2	54.3	30.9	7.1
Totals	100.0	100.0	100.0	100.0	100.0

Source: U.S. Census Bureau, Census of Population and Housing, Summary Tape File 3, 2000. Miami-Dade Department of Planning and Zoning, Planning Research Section, 2003.

Table 1.4-3
Renter Costs as a Percent of Income
Miami-Dade County, Florida 2000

Housing Cost	Income Range				
	Less Than \$10,000	\$10,000 - \$19,999	\$20,000 - \$34,999	\$35,000 - \$49,000	Greater Than \$50,000
Less Than 20%	2.7	6.4	11.8	37.3	79.1
20 - 29%	12.6	8.8	37.3	48.1	17.5
30 - 34%	4.8	8.0	18.6	7.1	1.9
Greater than 35%	79.9	76.8	32.3	7.5	1.5
Totals	100.0	100.0	100.0	100.0	100.0

Source: U.S. Census Bureau, Census of Population and Housing, Summary Tape File 3, 2000.
Miami-Dade Department of Planning and Zoning, Planning Research Section, 2003.

Table 1.4-4
Selected Monthly Owner Costs
Specified Owner-Occupied Housing Units with a Mortgage
Florida, Broward, Miami-Dade, and Palm Beach Counties, 1990 & 2000

	Monthly Median Cost			
	1990	2000	1990	2000
	Percent Less than the Miami-Dade County Monthly Median Cost *			
Miami-Dade			\$796	\$1,206
Florida	59%	65%	\$718	\$1,004
Broward	44	47	854	1,246
Palm Beach	42	51	869	1,189

* Indicates Percent of Housing Units.

Source: U.S. Bureau of the Census, Census of Population and Housing, "Detailed Housing Characteristics, Florida", 1990 (Washington, D.C: Government Printing Office) and 000 Summary File 3 (SF 3). Miami-Dade County, Department of Planning and Zoning, Research Section.

Note: "Selected Monthly Owner Costs" is the sum of payments for mortgage, or similar debts on the property, real estate taxes, insurance on the property, utilities and fuels. "Specified" units are one-family houses on fewer than 10 acres without a business or medical office on the property.

Table 1.4-5
Monthly Gross Rent Specified Renter-Occupied Housing Units
Florida, Broward, Miami-Dade, and Palm Beach Counties, 1990 & 2000

	Median Gross Rent			
	1990	2000	1990	2000
	Percent Less than the Miami-Dade County Monthly Median Rent *			
Miami-Dade			\$493	\$647
Florida	53%	52%	\$481	\$641
Broward	32	33	575	757
Palm Beach	31	36	587	739

* Indicates Percent of Housing Units.

Source: U.S. Bureau of the Census, Census of Population and Housing, "Detailed Housing Characteristics, Florida", 1990 (Washington, D.C: Government Printing Office) and 2000 Summary File 3 (SF 3). Miami-Dade County, Department of Planning and Zoning, Research Section.

Note: "Monthly Gross Rent" is contract rent plus the estimated average monthly cost of utilities and fuel if these are paid by the renter. "Specified" units exclude one-family houses in 10 or more acres.

Discussion

While housing assistance programs provide an essential governmental safety net for those in greatest need, beyond the assisted housing programs, new policies should be put in place and effectively implemented to promote the development of more affordable housing in the private market. These policies should aim at producing more multi-family housing and affordable attached single-family unit types, as analysis of low-moderate needs have shown this is a priority. This approach, in turn, implies allowing or requiring higher densities than are currently being approved in many areas of the county.

The current Housing Element under Goal 1, Objective 3, has policies that are designed to add to the quantity of affordable housing, both through the private for profit and non-profit components of the housing market. These are listed below.

Policies

- 3A. Provide additional administrative incentives for new developments to ensure the inclusion of a wide spectrum of housing options, particularly for very low, low and moderate income households.
- 3B. Continue to investigate methods for providing low-cost residential dwelling units and to review, evaluate and streamline those aspects of planning, taxing, zoning, permitting and building codes that may unduly restrict or increase the cost of housing.
- 3C. Provide administrative and technical support to non-profit housing development corporations to construct new housing either for sale or rent to very low, low and moderate income persons.
- 3D. Continue to develop programs such as the Documentary Stamp Surtax Program and the Housing Finance Authority Savings Bank that reduce financing costs.
- 3E. Encourage interlocal agreements among adjacent jurisdictions to provide affordable housing opportunities within their region if not within their jurisdiction, especially for very low, low and moderate income residents.

With the exception of the second half of Policy 3B, very little has occurred over the past seven years which advanced these policies.

There may never have been a time in the past 30 years when awareness at the state and local level of the need for more affordable housing has been so acute. All across the country, state and local governments have come forth with new housing initiatives or are adding resources to existing ones. Much emphasis is being placed on enlisting the private sector to do more.

This phenomenon has been manifested in Miami-Dade County over the last several years. As far back as 1997, one County Commissioner asked that staff investigate the applicability of the Fairfax County, Virginia, “inclusionary zoning” housing program. Later, in 1998 during a

CDMP amendment public hearing, a discussion ensued among members of the Board of County Commissioners (BCC) about the unequal distribution of lower income assisted housing. A request was made to Planning staff for a study of the issue.¹²

The report, which was forthcoming, examined the situation regarding distribution, but also highlighted the enormous needs in the County. These two issues were consolidated when, in May 2000, the County Manager formed a staff committee to study and bring forth recommendations for dealing with both. In November 2000, the Committee issued a report entitled The Distribution of Affordable Housing: Challenges and Opportunities, and this report was transmitted to the BCC. The Committee met and discussed housing matters several times over the first half of 2001 and indicated its progress and desired direction to the BCC through a County Manager's report on July 24, 2001. The BCC passed a resolution directing the Manager within six months to return with a plan for a new affordable housing program based on the concept of inclusionary zoning and a housing data clearinghouse to be located in the Department of Planning and Zoning.

For the remainder of 2001, the Staff Committee did extensive research on inclusionary zoning including a field trip to New Jersey, Montgomery County, Maryland, and Fairfax County, VA. A report entitled A Plan for Enhanced Affordable Housing Program that Promotes Equitable Distribution Through Inclusionary Zoning and a Housing Data Clearinghouse was issued in January 2002. A work group was formed which consisted of various stakeholders from public, private and non-profit sectors. Workshops were held in which knowledgeable speakers were brought in to address the group.

A working sub-committee convened several times to shape the Miami-Dade County program. The original goal was to have a proposed program ready to go to the BCC in late June 2002. Other priorities intervened and program development has carried over into 2003, particularly the component dealing with equitable distribution.

Clearly, this endeavor, which has been in the works for more than four years, offers a key opportunity to effect a major change in Miami-Dade housing policy. The proposed Moderately Priced Housing Program (MPHP) is attached as Appendix 1.4-A. Likewise, the proposed Equitable Distribution for Existing Affordable Housing Programs is attached as Appendix 1.4-B.

The MPHP as proposed is a voluntary program so it remains to be seen if enough builders participate to provide a meaningful number of new units. Also, as has been the case elsewhere, most new units will likely be single-family ownership. Moderate price rental is a great need locally. Since the main incentive for adding the lower cost units is a density bonus, neighborhood resistance is likely to be strong. Another incentive is the expediting of the approval process. So, while much background work has gone into the development of the MPHP, other steps should be taken to promote more affordable housing independently of the adoption of the MPHP.

¹² This resulted in a report entitled, *Proposed Guideline for Equitable Distribution of Low and Moderate Income Housing by Commission District*, Miami-Dade County, Department of Planning & Zoning, December 1999.

The proposed actions, which would constitute a program for more equitable distribution of assisted housing, would clearly not add to the stock. In fact, by in effect penalizing affordable housing providers who traditionally have operated in areas of high concentration (also areas of high need), it could very well lead to less affordable housing, perhaps far less. Because land costs are higher in areas of low concentration, the same amount of funding will result in fewer units. Development subsidies to offset this effect means more fiscal resources devoted to producing the same number of units as before. Tax abatement, as an incentive, may be resisted by County officials and commissioners. The Enterprise Zone plus several Community Redevelopment Areas (CRA) already have reduced local property tax revenues. Thus, the final program aimed at more equitable distribution must be carefully crafted to avoid decreasing the overall amount of affordable housing that is delivered.

A subissue of the Growth Impacts major issue is the extent of illegal additions to and conversions of existing housing units. This phenomenon was noted in the current Housing Element but, since its publication in late 1995, this has reached epidemic proportions. The exact extent of this practice is not known, but zoning and code inspectors in unincorporated Miami-Dade and the cities of Miami, Hialeah, and North Miami are well aware of its pervasiveness. A few numbers give a hint at the magnitude. Between 1990 and 2000, the County added 316,268 residents and 80,990 new housing units. Making the hypothetical (and unrealistic) assumption that all the new population was housed in the new units implies a persons-per-unit of 3.90, which is quite high. The overall average for 2000 (total population/total housing) is 2.64. Of course, additional population does not reside in only new units, but existing ones as well. They can move into vacant units, the new population may have a larger average household size so that the same number of units can hold more people, they can “double up” and share accommodations, and they can move into illegal units.

Given that the vacancy rate was higher in 2000 than 1990, this was not where additional capacity was likely found.¹³ The average household size in an occupied unit moved up from 2.75 in 1990 to 2.84 in 2000, so this accounts for some increase in population capacity and overcrowding over the decade as previously noted. But, the fact that more households were added between 1990 and 2000 (84,419) than housing units (80,990) provides strong evidence that a substantial number of new housing “units” are not accounted for. Other evidence comes from the Team Metro files. Since inspectors began responding to illegal unit complaints in late 1999, a total of 1,363 cases have been recorded through the first two months of 2003. By the end of the year, the number will likely top 1,500. Undoubtedly, there are many more that go undetected.

Assuming that the vast majority of illegal units are the product of households from the mid to lower income ranges, they are contributing to the stock of affordable housing. That’s certainly on the plus side, but there are a number of considerations that are decidedly on the negative side.

Many, if not most, of these units may not be built to code and may even be unsafe. A spate of these additions can create a congested and unsightly neighborhood and the very existence of general disregard of the law presents a bad image of an area. A very serious result of this activity is the impact it has on infrastructure services without generating any revenues to help

¹³ In order to make a definitive statement in this regard, information about the characteristics of units that are vacant would have to be known.

pay for them. While the wide extent of this phenomenon is another indication of the need for lower cost housing, it is not possible to really ascertain the contribution being made. In fact, the availability of those illegal units may prevent people from taking advantage of legitimate affordable housing opportunities. What needs to be done is to create legal avenues to which this demand can be channeled.

Identification of CDMP Elements Impacted and Assessment of Effect on Specific Objectives

This major issue impacts the following elements of the CDMP:

- Land Use
- Transportation
- Housing
- Water, Sewer and Solid Waste
- Recreation and Open Space
- Capital Improvements
- Education

Within each element, certain objectives are more affected than others.

Land Use

Objective 1. There is nothing innately in conflict between this objective and the need for large amounts of affordable housing. However, to the extent private-for-profit builders choose to serve this market, they often do so by siting projects on the far fringe because land costs are low. This contributes to sprawl. They tend not to take interest in design issues for fear of cost increases. Projects tend to be homogeneous with respect to housing types and sizes, again, largely driven by cost considerations. The high incidence of illegal conversions, which essentially is linked to existing development patterns, tends to exacerbate the situation, especially design aspects.

Since the previous EAR, the Department has redoubled its efforts to carry out this objective and significant gains have been made. However, the heavy, continuous growth pressures bringing high demand for housing, especially for middle and lower income households definitely adds to the difficulties of fully achieving this development pattern.

Objective 2. The reasoning set forth above, applies here. Clearly, a lower pace of growth would make meeting the LOS standards easier. Since impact fees are reimbursed for lower cost affordable housing, revenues are reduced, thus impacting infrastructure investments. High levels of illegal units make infrastructure planning difficult and also robs responsible agencies of needed revenues.

Objective 5. The extensive needs for affordable housing associated with the growth of the area is the basic cause of the widespread existence of illegal units. Illegal units are totally incompatible with this objective and hinder its achievement.

Transportation (Traffic Circulation Subelement)

Objective 1. The existence of a high population growth rate makes planning for attainment of roadway LOS standards more difficult. The high demand for affordable units pushes development farther out in search of cheap land, thus increasing reliance on the automobile.

Transportation (Mass Transit Subelement)

Objective 2 and 7. The high population growth with large numbers of lower income households adds to the demand for public transportation. However, it does not bring with it commensurate increases in revenue sources to allow needed expansion of services. Illegal units, by increasing density, does to some extent increase the feasibility of transit use. But, since by their very nature they can't be planned for, this positive impact may not be realized.

Housing

Goal 1. The continuous, high population growth poses great challenges to meeting Objectives 1, 2 and 3 under this Goal, especially the last one.

Objective 4. By providing an alternative, the availability of illegal units reduces the motive of households in need to seek participation in established affordable housing programs.

Objective 6. Ironically, the great demand for affordable housing virtually guarantees reaching this objective. These households seek out every available housing opportunity. As recognized above, illegal units do support this objective from a quantitative standpoint only.

Water, Sewer and Solid Waste

Objective 3. High population growth levels make meeting this objective difficult and illegal units inhibit proper planning.

Recreation and Open Space

Objective 1. Same impacts as Objective 3 above. This is a continuing refrain; more households and people put great pressure on public services such as parks. The high proportion of lower income households adds to the problem.

Capital Improvements

Goal and Objective 1. The continuous heavy growth pressure calls for large expenditures on capital improvements of all types. Miami-Dade County is usually in a catch-up mode for most of these things. Although impact fees are charged for many public infrastructure services, these do not cover the total costs so other funding sources are required. Funding is also required for publicly-assisted affordable housing.

Education

Objectives 1 and 2. The large gains in population have a particularly strong impact on the planning and provision of school facilities. Moreover, the high percentage of households that need affordable housing typically generate above average numbers of school age children.

Summation of the Social, Economic and Environmental Impacts on the CDMP

The population projections contained in the Land Use Element indicate that in the 22 years between now and the year 2025, about 680,000 additional people will reside in Miami-County. That amounts to annual growth of 31,000 on average. Of course, population growth is nothing new to this area, in the preceding 22 years 610,000 people were added. Arguably, this large scale, continuous population increase which has occurred most prominently since the 1940s has been the single most important characteristic which has had profound social, economic and environmental consequences for the residents of the area.

In the social realm, the expansion of Miami-Dade County into a major metropolis has brought with it the entire litany of urban problems, crime, poverty, school crowding, homeless people, more mental health ailments, great need for indigent health care, congestion, ethnic and racial tensions and, of course, affordable housing shortages. From the social perspective, only the Housing Element and Recreation and Open Space Element come into play significantly. The importance of the former has been recognized in the choice of this particular major issue. But the provision of parks and open space has definite social benefits also. These things can be islands of tranquility and leisure in a sea of urban stress.

From an economic standpoint, there is no doubt that the Miami area's growth from a medium-sized metropolitan area in 1950 to a major urban center of 2.3 million people has had benefits. In the earlier period, the economy was comprised of the tourism sector, serving as a regional center and an air transportation hub. The agricultural industry in South County was relatively more important also. Today, Miami-Dade County is a player on the international economic scene. The visitor industry is still a pillar of the economy, but is joined by international commerce, a wide diversity of services including health care and education and much expanded air transportation activity. Job opportunities and associated income and wealth creation far exceed what was available fifty years ago in both a relative and absolute sense.

However, the fact that population growth alone has been such a key ingredient for economic success has had a down side. For one, it has led to a depression of wage and salary increases due

to a continuous expansion of the labor force. It has given too much prominence to development and construction in the County industry structure as opposed to more stable, higher paying and less resource consuming alternatives. Ironically, the shortage of affordable “workforce” housing is adding to the difficulties of reshaping the economy for the 21st century despite the addition of thousands of housing units. Hopefully, the policies suggested in the Proposed Economic Element that was filed in the April CMDP Amendment Cycle will assist in that endeavor.

Economic growth has had implications for other CDMP Elements, primarily Land Use, Transportation and Water and Sewer infrastructure, and of course Housing.

Environmental stress has been a close companion of growth. Loss of open land, erosion of the shoreline, pollution of various types, continuous need for a large water supply, production of huge amounts of solid and liquid waste needing disposal and urban blight are some of the main environmental impacts. The protection and restoration of the environment has been a principal theme in all CDMPs from the first one under state growth management laws in 1975 up to the present. To some degree, almost all CDMP elements address certain environmental issues.

Conclusions and Proposed Revisions

To conclude this discussion, perhaps it would be enlightening to offer a quote from the 1975 Comprehensive Development Master Plan.

“There is not a single urban problem which would not receive a favorable impact from a slower population growth. The pressures for peripheral development with attendant land conversion would be lessened. Urban transportation difficulties might be easier to overcome. Almost all environmental impacts would be reduced, especially domestic waste disposal, and reduction in the water supply. Provision of low and moderate-income housing would be facilitated. School programs and overall operations could be improved. Local living cost increases might be relieved somewhat. Social dislocations and lack of community feeling might be mitigated. These are just some of the more important possible benefits from slower population growth, but they should not be considered as automatic occurrences. Local policy makers would need to consciously seize upon the opportunities forthcoming from a lull in the struggle with rapid growth”.¹⁴

This observation was made at a time when there were 852,600 fewer people living in Miami-Dade County than today. The focus herein has been on the issue of need for affordable housing and related issues of increasing illegal unit construction and the benefits of more redevelopment. The housing problem was acknowledged in 1975 and it is a far larger problem today. The same is mostly true for the other issues mentioned, but the focus here is housing and what can be done to increase the supply of low and moderate-income units.

¹⁴ Metropolitan Dade County, Planning Department, Comprehensive Development Master Plan for Metropolitan Dade County, Part 3, Metropolitan Development Guide, Metropolitan Growth Factors, Relevant Population Policy: The Growth Rate, p. 132, March, 1975.

As indicated, the County has a number of housing programs to assist households in need at several income levels. Additional assisted housing is supplied by several cities and quasi-independent housing authorities. The state administered Federal Tax Credit program provides a substantial number of lower cost units and U.S. HUD has direct housing assistance programs. These are all worthy and generally effective efforts and to the degree possible, should be expanded. However, more participation by the private, for-profit building industry could effectuate some significant gains in meeting affordable housing needs.

The following revisions to the CDMP will advance the provision of affordable housing. Unless an existing objective or policy is mentioned, it can be assumed that these suggestions will lead to new objectives and/or policies in the appropriate element.

Proposed Revisions

1. A moderately priced housing program based on inclusionary zoning should be considered as a policy initiative in the Housing Element.
2. Objective 4 in the current Housing Element should be given renewed emphasis and policies 4A and 4B should be reworded to bring them up to date and make their action specific.
3. Reword, in the existing Housing Element, Objective 6 and Policy 6A to emphasize that all new affordable housing should be considered for location in reasonable proximity to job locations or public transit services.
4. The minimum densities allowed in the various CDMP residential categories should be raised and the minimum requirements for open space and recreational facilities on private property should be reviewed. Exceptions to the minimum densities would be allowed only where CDMP adopted concurrency LOS standards would be exceeded.
5. Generally promote in the CDMP more mixing of housing types, sizes, designs and higher densities. Specific standards should ultimately be written into the zoning code, an essential ingredient being the requiring of a mix of unit sizes.
6. The accessory apartment provision should be promoted.
7. A housing linkage program for Miami-Dade County should be put in place.¹⁵
8. Advocate the establishment of an affordable housing land trust fund.

¹⁵ The term housing linkage refers to the approval of commercial or office development with the requirement that housing units, or fees in lieu of units, be provided by the developer. Linkage may be mandatory, requiring exactions of all new development or of developments with special permits or variances (often called quasi-mandatory), or incentive bonuses to the commercial development in exchange for affordable housing.

Developers of projects affected by local housing linkage programs are charged with fulfilling some form of obligation. Most programs afford a variation of the following: In lieu fee contributions; housing creation (construction of housing units); combination of fee contribution and construction of housing units; provision of financing for affordable housing; and land donation.

9. Develop a program whereby the County can provide infrastructure improvement assistance for infill and redevelopment projects, which include affordable housing.
10. Promote expansion of the Miami-Dade Transit Agency's joint development affordable housing projects.

With respect to attaining a better distribution of low cost, especially assisted, affordable housing, the program described in Appendix 1.4-B or some close approximation should be put in place. Where illegal conversions or new construction are concerned, a serious effort should be made to curtail them. At a minimum, the following should be done:

1. A strong public communication campaign should be carried out which emphasizes the illegality of the practice and the penalties involved.
2. Prior to launching a more aggressive inspection program and associated penalties, an amnesty program, established by ordinance, should allow individuals an opportunity to come forward and get permits where necessary.
3. Penalties should be increased.
4. Improved promulgation of information about affordable housing programs should be achieved.

Most likely these recommendations, if implemented, will be carried out by other departments and agencies. The CDMP would provide policy support.

Appendix 1.4-A

Miami-Dade County Moderately Priced Housing Program Proposed

Background

- There is a large need for low- and moderate-income housing in Miami-Dade County.
- A great portion of this can be termed "work force" housing; specifically middle income.
- This type of housing is currently fairly well distributed throughout the County, but this program would help to improve that situation.
- The private building industry is best equipped by virtue of experience and capability of providing moderately priced housing.
- Well structured programs featuring both requirements and incentives have shown to be effective in helping to overcome these problems; therefore, the Board of County Commissioners intend to establish a Moderately Priced Housing Program (MPHP).
- This type of program, which results in mixed-income neighborhoods, has been shown to have other positive social and economic effects.
- As part of the Housing, Community and Economic Development portion of the Consolidated Planning Process policies, the Board of County Commissioners has placed emphasis on mixed income housing projects and their dispersal throughout the County rather than concentrations in certain areas.

Program Elements

- This program in Miami-Dade County applies to all new residential developments above a density of 5 units/acre and containing twenty (20) or more units.
- The program should be applied initially to the unincorporated area. However, participation in the program should be made a binding condition when additional areas move to incorporate.
- Appropriate efforts should be made to bring the existing incorporated areas into the program as soon as possible.
- The exact number of moderately priced units required and density bonus granted will be determined by the location of the development, type of housing units proposed, and site plan considerations and will vary from 6 percent to 24 percent moderately priced units and 10 percent to 50 percent density bonus.
- Unless a zoning district boundary change or other zoning request involving a change of use is required, a development with moderately priced units included under the provisions of this program will be administratively approved.
- For administrative approval, utilizing development incentives, the proposed development would have to be in compliance with the zoning and site plan criteria for the zoning district in which the subject property is located. In this instance, review of the administrative decision shall be appealed to the Board of County Commissioners.

- If the proposed development requires approval of any district boundary change, variance, special exception, unusual use, new use requiring public hearing or modification or deletion of provision of a covenant or deed restriction accepted or approved at public hearing, then any such request involving a change of use of the subject property, including such zoning relief as shall be necessary to satisfy the criteria of the moderately priced housing program, as well as the underlying development proposal, shall be approved by the Board of County Commissioners in a direct application. Specific amendments to the zoning procedures code will be required to effectuate this. Subsequent review shall be in the circuit court. Zoning relief that does not involve a change of use of the subject property may be reviewed and approved administratively subject to review on appeal by the Board of County Commissioners. Again, specific amendment to existing zoning procedures to effectuate this provision would be required.
- The land use element of the comprehensive development master plan (CDMP) must be amended to establish a floor density tied to a certain percentage (to be defined later) to the maximum allowed in the zoning district or CDMP category for development proceeding under the moderately priced housing program.
- The program's intent is to provide affordable owner or rental housing to households with incomes up to 95 percent of the countywide median family income (MFI).
- Due to cost constraints on providing an adequate housing unit, the effective income floor is 50-60 percent of MFI. Below this, direct subsidies are required.
- The County Manager will establish detailed standards of eligibility for the Program within administrative rules, subject to Board of County Commissioners approval.
- Development under the moderately priced housing program would be eligible for impact fee exemptions for affordable housing under existing impact fee programs.
- Certain exemptions from this program and alternative ways of complying with its provisions will be established by the County Manager subject to Board of County Commissioners approval. However, in so doing, the Manager will be guided by the foremost objective of the Program which is to provide more moderately priced housing which is also more dispersed throughout the County.
- If a buyout option is provided for, accumulated funds must be used for housing for low-income households or infrastructure in the infill area or other targeted location.
- The County and designated not-for-profit affordable housing developers will be eligible to purchase some of the units constructed under terms and conditions designed to reach low and very low income households.
- In order to effectively implement and operate this Program, the County Manager, assisted by selected County department heads, will develop and issue administrative rules and procedures covering such topics as resale and subleasing of units, project phasing, site plan requirements, design guidelines, recording of covenants, waiver of requirements, unit specifications, selection process for applicants, identification and responsibilities of the administering departments, and any other matters pertinent to proper functioning of the Program subject to Board of County Commissioners' approval.

Research Section
Miami-Dade Department of Planning and Zoning
July 18, 2002

Appendix 1.4-B

EQUITABLE DISTRIBUTION PROGRAM FOR EXISTING PUBLICLY ASSISTED AFFORDABLE HOUSING PROGRAMS (DRAFT)

PURPOSE:

To establish a policy for the public assistance of affordable housing, in an effort to encourage the equitable distribution of such housing throughout Miami-Dade County.

DEFINITIONS:

Affordable Housing – For purposes of this program, affordable housing shall be defined as housing affordable to households at no more than 80% of the MFI.

Development – refers to the construction of new affordable housing units on a vacant parcel, or on a parcel not formerly used for this purpose, including the creation of new affordable housing in parcels formerly used for the siting of manufactured homes (e.g. mobile home parks).

Rehabilitation – refers to the rehabilitation (moderate or substantial) of existing affordable housing units; does not include expanding capacity of the housing (adding units).

Public funding – for this purpose, refers only to funding or other assistance (such as tax or fee waivers) for affordable housing under the direct jurisdiction of the Board of County Commissioners (BCC). It shall not refer to public funding from other local sources (such as cities, special taxing districts, etc.), State or Federal funds that are directly allocated and do not require BCC approval for allocation.

Publicly-assisted housing – refers to housing that receives public funding or other assistance for acquisition, new construction, rehabilitation, and/or operation.

Areas of High Concentration (of Affordable Housing) – refers to areas (as shall be defined by census tracts) with more than 48% of the housing stock defined as affordable housing (whether or not publicly assisted), as of the date of the approval of any ordinance for purposes of implementing an equitable distribution program.

Areas of Moderate Concentration (of Affordable Housing) – refers to areas with more than 30% but less than 48% of the housing stock defined as affordable housing (whether or not publicly assisted).

Areas of Low Concentration (of Affordable Housing) – refers to areas with less than 30% of the housing stock defined as affordable housing (whether or not publicly assisted).

Targeted Zone – Infill housing or other special development programs (e.g. in response to gentrification, etc.) that may or may not be located in areas of high concentration.

Real Estate Tax Abatement – The deferral or waiver of some or all real estate property taxes.

Transportation Corridors – The areas within a ½-mile of a Metrorail line or exclusive Busway.

ASSUMPTIONS:

- This policy is focused on the role of public funding or assistance of affordable housing and does not address privately financed affordable housing with no such funding or assistance.
- This policy will primarily impact on the development of new affordable housing

- This policy is intended to compliment other efforts to address the equitable distribution of moderately priced housing. This policy may result in the development of fewer affordable housing units than utilizing current funding strategies
- This policy may require changes in federal regulations to ensure use of dollars in areas of low and moderate concentration

METHODS:

I. Funding Priorities:

Premise: To influence the distribution of affordable housing; it shall be the policy of the Board of County Commissioners that funding and/or assistance shall be allocated based on priorities for equitable distribution.

A. Priority/preference points shall be included in ALL competitive processes as follows:

1. New developments not located in transportation corridors or targeted zones (such as infill programs).
 - a. Maximum priority points for projects proposed in areas of low concentration;
 - b. Partial priority points for projects proposed in areas of moderate concentration;
 - c. No priority points for projects proposed in areas of high concentration.
2. New developments in transportation corridors or targeted zones located in high concentration areas shall receive the same maximum points as new development projects proposed in areas of low concentration.
3. Rehabilitation projects in any area (low, medium, high concentration, transportation corridors, targeted zones), shall receive the same level of priority points as new development projects proposed in areas of low concentration.
4. Rehabilitation projects with proposed capacity/unit expansion, located in areas of high concentration, shall receive partial priority points if the proposed expansion is no more than 10% more than the current capacity or located in a transportation corridor/targeted zone, and shall receive no priority points if the proposed expansion is more than 10% of current capacity.
5. Rehabilitation projects with proposed capacity/unit expansion located in areas of moderate concentration shall receive partial priority points, regardless of level of expansion.
6. Rehabilitation projects with proposed capacity/unit expansion located in areas of low concentration shall receive maximum priority points, regardless of level of expansion.
7. New construction projects that are mixed income in nature (e.g. housing available for persons at various income levels, such as low and moderate, moderate and market, low, moderate and market, etc.) shall receive points in accordance with the location of the housing, with maximum priority points for projects in areas of low concentration, partial priority points for projects in areas of moderate concentration, and no priority points for projects in areas of high concentration.

8. Rehabilitation projects that are mixed income in nature and do not propose an expansion of the affordable units (from the existing, pre-rehab level) shall receive maximum points regardless of location.
9. Rehabilitation projects that are mixed income in nature with proposed capacity/unit expansion shall receive points in accordance with the location of the housing, in accordance with the level of points awarded for in #'s 4, 5, & 6 above.

The weighing of priority points shall be such that the proposed placement of housing in an area of low concentration shall provide a competitive advantage to the applicant, over applicants proposing similar housing in areas of high concentration (not including transportation corridors or targeted areas). Likewise, rehabilitation of affordable housing, without increased capacity, does not increase the housing inventory, thus should receive the same consideration as projects proposed for areas of low concentration.

B. Incentives:

Premise: In order to practically effectuate the prioritizing of projects located in areas of low or moderate concentration, it is necessary to avoid the likely additional costs related to development in areas of low or moderate concentration, such as increased land costs, infrastructure, etc. Consideration will be given to a review of the viability of projects (whether they are cost prohibitive, whether they are cost-effective overall, etc.), in which case alternative assistance may be recommended. As such, the Board of County Commissioners shall prioritize funding and assistance for projects as follows:

1. For new developments
 - a. Projects proposed in areas of low concentration or new developments in transportation corridors or targeted zones located in areas of high concentration shall be eligible for development subsidy of up to 20% of the total project costs (less developer's fee).
 - b. Projects proposed in areas of moderate concentration shall be eligible for development subsidy of up to 10% of the total project costs (less developer's fee).
 - c. Projects proposed in areas of high concentration shall only be eligible for development subsidy of up to 5% of the total project costs (less developer's fee)
2. For rehabilitation projects, development subsidy level should be based on evaluation in the competitive process within the existing maximum development subsidy cap (10%).
3. For rehabilitation projects with proposed capacity/unit expansion
 - a. In areas of low concentration or transportation corridors/targeted zones – development subsidy level should be based on evaluation, within the existing maximum development subsidy cap (10%).
 - b. In areas of moderate concentration– development subsidy level should be based on evaluation in the competitive process, with a maximum development subsidy of 6% of the total project costs (less developer's fee).

- c. In areas of high concentration – development subsidy level should be based on evaluation in the competitive process, with a maximum development subsidy of 3% of the total project costs (less developer’s fee).

C. Other Possible Incentives:

Real Estate Tax Abatements (multi-family, non-homeownership units only):

1. For New Developments
 - a. Up to 10% tax abatement for five years, or for the affordability period of the funding source with the greatest financial commitment to the project, for units in new developments proposed in areas of low concentration or for new developments in transportation corridors or targeted zones located in areas of high concentration.
 - b. Up to 5% tax abatement for three years, or for the affordability period of the funding source with the greatest financial commitment to the project for projects proposed in areas of moderate concentration.
 - c. No tax abatement for projects proposed in areas of high concentration.
2. For rehabilitation projects, including rehabilitation projects in transportation corridor/targeted zone – same as new developments in areas of low concentration
3. For rehabilitation projects with proposed capacity/unit expansion –
 - a. Same as new development projects proposed in areas of high concentration
 - b. If proposed in transportation corridor/targeted zone-same as new development projects proposed in areas of low concentration.

D. County Support:

Premise: The County can influence the distribution of affordable housing developed through other public resources through its direct and indirect support.

Tax Credit Applications:

- a. The County shall certify the maximum local participation/allow maximum impact fee waivers allowed for new development projects proposed in areas of low concentration, new developments in transportation corridors or targeted zones (regardless of concentration) and for rehabilitation projects with no expanded capacity (regardless of concentration)
- b. The County shall certify only 65% of the local participation/allow only 65% of the costs for impact fee waivers for projects proposed in areas of moderate concentration
- c. No certification of local participation/no impact fee waivers shall be provided for projects proposed in areas of high concentration or rehabilitation projects with increased capacity.
- d. If there are no applications proposed in the areas of low concentration, then (C) above would not apply.

Other financing applications requiring local funds:
Same methodology as above would apply.

E. Zoning Incentives:

Premise: The County can adopt changes in the zoning code to assist in the development of affordable housing in areas of low concentration.

The following shall apply ONLY for new developments in areas of low concentration, or new developments in transportation corridors/targeted zones (regardless of level of concentration):

- a. If the proposed new development in an area of low concentration, or new development in a transportation corridor/targeted zone (regardless of level of concentration) requires approval of a zoning request by a quasi-judicial tribunal, then any such request including such zoning relief as shall be necessary to satisfy the criteria of the Equitable Distribution Program, as well as the underlying development proposal, shall be approved by the Board of County Commissioners in a direct application. Subsequent review shall be in the circuit court. Specific amendment to the zoning procedures to effectuate this provision would be required.
- b. Zoning relief that does not involve a change of use of the subject property may be reviewed and approved administratively subject to review on appeal by the Board of County Commissioners with provision for final appellate review in the circuit court. Specific amendments to the existing zoning procedures to effect this provision would be required.
- c. The land use element of the comprehensive development master plan (CDMP) must be amended to establish a floor density tied to a certain percentage (to be defined later) to the maximum allowed in the zoning district or CDMP category for new development in areas of low concentration or transportation corridors/targeted zones (regardless of level of concentration) proceeding under the Equitable Distribution program.

1.5 WATER SUPPLY FACILITY WORKPLAN

Introduction

In May 2002, the Florida Legislature amended Chapter 163, Florida Statutes (F.S.) requiring the preparation and adoption of a 10-year Water Supply Facilities Workplan by local governments with water supply facility responsibilities. This Workplan is required to assess water needs and sources and consider regional water supply plans in an attempt to strengthen coordination of water supply planning and local land use planning. Additionally, during the Evaluation and Appraisal Report (EAR) other appropriate Comprehensive Development Master Plan (CDMP) Elements must be evaluated for consistency with the Water Supply Facilities Workplan and the plans of the regional water management districts, making revisions to the CDMP if necessary.

Background

Miami-Dade County Water and Sewer Department, the largest water and sewer utility in southeastern United States, is responsible for providing drinking water to almost 2 million customers. In 1960, the county recognized the need to provide water services to a rapidly growing Miami-Dade population and created the first Master Plan for Water Facilities. The initial plan projected water needs and identified water sources for a resident population of 3.5 million people.

The Master Plan for Water Facilities was changed to a Water Quality Management Plan in 1973. This new effort was undertaken to plan for future water supply and wastewater needs and incorporate county land planning policies, environmental considerations, and applicable state and federal regulations. This new initiative identified many of the wellfields currently in existence and envisioned a centralized regional wastewater system for the county. Participation and technical assistance in the development of the plan included local, state, regional, and federal agencies.

The Water Facilities Master Plan has been updated routinely to reflect new strategies, policies and population projections. The latest Water Facilities Master Plan, dated 2002, provides a comprehensive overview of the entire water system, including emergency systems, water demand projections and demands, and proposed conservation and reclaimed water projects. This report has formed the basis for the current Water Supply Facilities Workplan as required for adoption into the CDMP by the 2002 legislature.

2002 Water Facilities Master Plan

The 2002 Water Facilities Master Plan, herein referred to as “Master Plan”, was prepared by CH2M-Hill for the Miami-Dade Water and Sewer Department (WASD). This Master Plan updates the 1997 Water Facilities Master Plan and provides an integrated approach for meeting the projected water system demands to the year 2020. This plan utilizes population projections prepared by the Miami-Dade Department of Planning and Zoning as agreed to by the South Florida Water Management District (SFWMD). Water demands are provided at five-year increments to be consistent with the District’s Lower East Coast Regional Water Supply (LEC)

Plan. Public hearings on the 2002 Master Plan are scheduled before Miami-Dade Board of County Commissioners (BCC) in June 2003 with final BCC action tentatively scheduled for July 1, 2003.

Although there is a differential in timing between the preparation of the EAR and the adoption of the Master Plan, the water demand projections modeled in this document use a methodology similar to those previously used and approved by the SFWMD. Additionally, the plan evaluates technology, which has been approved by the Florida Department of Environmental Protection (FDEP) and the SFWMD. The Master Plan forms the basis of the Water Supply Facilities Workplan, which is incorporated into the CDMP.

The Master Plan evaluates current and projected demand, existing water supply including current wellfields, aquifer storage and recovery (ASR), water supply constraints, planned improvements, water treatment, storage facilities, and existing water conservation and reuse programs. From this information, various water supply alternatives were developed and evaluated, five for the Preston-Hialeah service area, eight for the Alexander Orr, Jr. service area, and six for the South Miami-Dade service area. The evaluation resulted in the consideration of 12 alternative combinations, which after further evaluation, were narrowed to three alternative combinations. Groundwater modeling, showing the impacts on saltwater intrusion and wetlands, was conducted to determine a final alternative combination. The recommended alternative, selected by applying all the evaluation criteria, was one in which each service area stands alone. The alternative includes future water supply to meet projected need through wellfield expansion and improvement, ASR, and a new South Miami-Dade County wellfield.

Water Supply Facilities Workplan

In April 2003, the Miami-Dade County Department of Planning and Zoning filed an application for an amendment to the CDMP to comply with 2002 legislation, which required the addition of a Water Supply Facilities Workplan, herein referred to as “Workplan”, to the Potable Water Element (s.163.3177(6)(c), F.S.). This amendment, attached as Appendix 1.5-A, creates language for the Workplan, which will be added to the end of the Water and Sewer Subelement of the Water, Sewer and Solid Waste Element of the CDMP. Final PAB recommendations and final BCC action, after Department of Community Affairs (DCA) review are anticipated in spring 2004.

The Workplan identifies the Water Facilities Master Plan as the County’s water planning document and references water supply demand analyses contained in that document as the basis for a 10-year Capital Improvement schedule. The table attached in Appendix 1.5-A shows the projected capital improvement projects and their timing for a 10-year period, and Figure 1 of Appendix 1.5-A shows a map of the Miami-Dade County Water Service Areas. Both are included with the Workplan for adoption. Additionally, the Workplan states that the 10-year Capital Improvement Schedule will be reviewed and updated annually, as necessary. The Workplan emphasizes that the Water Facilities Master Plan, upon which the Workplan is based, be coordinated with the LEC prepared by the SFWMD. A copy of the Miami-Dade Water Facilities Master Plan, which exceeds the requirements of s.163.3177(6)(c), F.S., will be sent to

DCA and the SFWMD for review; however, this voluminous document is not intended to be a portion of the CDMP

Additional Requirements

The Goals, Objectives and Policies of the CDMP were reviewed with respect to the additional water supply planning requirements of Chapter 163 as summarized below:

1. Coordinate appropriate aspects of the comprehensive plan with the appropriate water management district's regional plan. (s.163.3177(4)(a), F.S.)
2. Revise the Potable Water sub-element to consider the regional water supply plan of the appropriate water management district. (s.163.3177(6)(c), F.S.)
3. Revise the Conservation Element to assess projected water needs and sources for at least a 10-year planning period addressing water supply facilities necessary to serve existing and new development and for which the local government is responsible. (s.163.3177(6)(d), F.S.)
4. Revise the Intergovernmental Coordination Element to ensure coordination of the comprehensive plan with the applicable regional water supply plan. (s.163.3177(6)(h)1., F.S.)

An analysis of objectives and policies in the Conservation, Aquifer Recharge and Drainage Element, Water and Sewer Subelement, and Intergovernmental Coordination Element of the CDMP was conducted to evaluate the adequacy of the CDMP with the new requirements. The evaluation showed that some policy modifications and additions are necessary to bring the CDMP into full compliance with these requirements. These modifications are summarized below.

- a. In the Conservation, Aquifer Recharge and Drainage Element, a new policy under Objective 3 is necessary to comply with s.163.3177(6)(d), F.S. This policy needs to state that sources of potable water be identified and assessed to provide for a 10-year projected water demand. All projected water sources and water demands should be coordinated with the LEC plan. This policy will be proposed for inclusion in the EAR-based amendments in October 2003.
- b. Policy 4E of the Intergovernmental Coordination Element will be strengthened to require coordination between the LEC Plan of the SFWMD and Miami-Dade County's water supply planning efforts. This policy is proposed to be modified through the EAR-based amendments in October 2003.
- c. In the application for an amendment to the CDMP filed for the April 2003 cycle, included as Appendix 1.5-A, policy modifications to the Water and Sewer Subelement of the Water, Sewer and Solid Waste Element were prepared. Proposed modifications made to Policies 2F and 6D incorporated the requirements of a 10-year water supply facilities

planning horizon and coordination between the LEC and local water supply planning efforts, respectively. A new policy, Policy 3G, was proposed which identified the Water Facilities Master Plan as the appropriate water supply facilities planning document for assessing water supply and facility needs in Miami-Dade County. This proposed policy further states that the Water Facilities Master Plan will utilize the Miami-Dade County population projections, include a 10-year list of capital improvement projects, be coordinated with the LEC and be reviewed and updated annually, as necessary. Final consideration of these modifications is scheduled for spring 2004.

Conclusions

An evaluation of water supply planning activities in Miami-Dade County shows that the County has been linking water supply demands and land use for more than four decades. The County, through the Water Facilities Master Plan, has identified sources of potable water and analyzed options to provide water to meet the growth demands for a twenty-year period. This plan is routinely updated to keep pace with population and regulatory changes.

The 2002 legislative changes to Chapter 163 F.S. designed to enhance coordination between water supply planning and land use planning have been practiced by Miami-Dade County, but have not been codified. Modifications of various CDMP policies, as required by these legislative actions, have been partially addressed through the proposed CDMP amendment to the Water and Sewer Subelement of the Water, Sewer and Solid Waste Element. The proposed amendment creates a Water Supply Facilities Workplan, which identifies the Water Facilities Master Plan as the appropriate document for water supply planning and satisfies the legislative requirements of maintaining and updating annually a 10 year list of capital improvements. Additionally, the Workplan emphasizes coordination of the LEC with local water supply. Other policies within the Water and Sewer Subelement have also been proposed for addition or modification, as necessary to ensure coordination with the LEC and provide a linkage between the Water Facilities Master Plan and the CDMP.

An evaluation of additional legislative requirements indicated that additions or modifications to policies contained in the Conservation, Aquifer Recharge and Drainage Element and the Intergovernmental Coordination Element of the CDMP were necessary for full compliance. Recommendations and proposals for policy revisions include a new policy to address the adequate identification of water supply sources, and modifications to existing policies to strengthen the coordination of the Water Facilities Master Plan with the LEC plan.

Proposed Revisions

Conservation, Aquifer Recharge, and Drainage Element

New Policy. A new policy under Objective 3 should be added stating that all current and future potable water source identification will be coordinated with the South Florida Water Management District Lower East Coast Plan prior to using such sources in future capacity projections. This policy should include the Water Facilities Master Plan prepared by WASD as the appropriate planning document for the County's water supply planning effort.

Intergovernmental Coordination Element

Policy 4E. This policy should be revised to emphasize coordination with the SFWMD in water supply planning.

Appendix 1.5-A

APPLICATION NO. 14

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami-Dade County Department
of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Diane O'Quinn Williams, Director
Miami-Dade County Department
of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972

By:  May 8, 2003
Diane O'Quinn Williams

3. DESCRIPTION OF REQUESTED CHANGES

- A. In the Water, Sewer and Solid Waste Element, Water and Sewer Subelement, Revise Policy 2F found on page V-5 as follow:

2F. The Miami-Dade Water and Sewer Department (WASD) shall continue the expansion of existing regional water and wastewater treatment plants to meet at a minimum a 10-year demand ~~through the year 2015~~. The efficiency of existing plants will be increased wherever feasible to avoid building new plants.

- B. In the Water, Sewer and Solid Waste Element, Water and Sewer Subelement, add a new Policy (Policy 3G) to Page V-7 as follows:

3G The Miami-Dade County Water Facilities Master Plan, the primary vehicle for planning for water facilities shall be reviewed on an annual basis and updated as necessary. This plan shall reflect the current population projections as issued by the Department of Planning and

Zoning, list capital improvement projects for a minimum of ten years, and coordinate all water demand projections with the Lower East Coast Regional Water Plan developed by the South Florida Water Management District.

- C. In the Water, Sewer and Solid Waste Element, Water and Sewer Subelement, revise Policy 6D found on page V-10 as follow:

6D. In the development of its future potable water supplies, Miami-Dade County shall, to the maximum extent feasible, utilize methods which preserve the integrity of the Biscayne Aquifer, protect the quality of surface water and related ecosystems, coordinate planning efforts with the Lower East Coast Regional Water Supply Plan, and comply with the land use and environmental protection policies of the Miami-Dade County CDMP, the Strategic Regional Policy Plan for South Florida, and the State Comprehensive Plan.

- D. In the Water, Sewer and Solid Waste Element, Water and Sewer Subelement, add a new Section following Policy 6E on Page V-10 as follows:

WATER SUPPLY FACILITIES WORKPLAN

Miami-Dade County is responsible for the potable water needs of approximately 2 million people, making it the largest water utility in the southeastern United States. The service area under the control of Miami-Dade County is illustrated as Figure 1. The potable water needs of this jurisdiction are routinely evaluated by the Miami-Dade Water and Sewer Department and outlined in the Miami-Dade Water Facilities Master Plan (Water Facilities Master Plan), a water use planning document adopted by the Board of County Commissioners. The Water Facilities Master Plan analyzes water needs associated with future growth, coordinates the availability of existing and new water supplies with the Lower East Coast Regional Water Supply Plan, and evaluates the availability and conditions of water facilities.

Section 163.3177(6)(c), Florida Statutes requires all local governments with responsibility for water supply facilities to develop a Water Supply Facilities Work Plan and incorporate this plan into the local comprehensive plan. This workplan, in an effort to strengthen coordination of water supply planning and land use planning, will identify sources(s) of water needed to meet the County's potable water demands for a minimum of 10 years and prioritize improvements to the County's water supply facilities to meet the projected demand.

To comply with the Section 163.3177, a 10-year Capital Improvement schedule, based on the potable water demand analysis contained in the Miami-Dade County Water Facilities Master Plan has been prepared. This list of projects, attached as Table 1, will be reviewed and updated annually, as needed. Water facility projects prioritized for implementation within the first five years of this schedule are also included in the 5-year capital improvements plan identified in the Capital Improvements Element. An additional 5 years of scheduled Capital Improvements as prioritized in this Work Plan are subject to change based on the annual review.

- E. At the end of the Water, Sewer and Solid Waste Element, Water and Sewer Subelement, add a new Table showing a 10-year listing of water facilities capital improvements, as attached.
- F. At the end of the Water, Sewer and Solid Waste Element, Water and Sewer Subelement, add a new Figure showing the potable water service area of the Miami-Dade Water and Sewer Department, as attached.

4. REASON FOR CHANGE

The 2002 Legislature expanded the local government comprehensive plan requirements to strengthen coordination of water supply planning and local land use planning. The most significant new requirement was the inclusion of a 10-year Water Supply Facilities Workplan into the CDMP as mandated by Section 163.3177(6)(c), F.S. This requirement states:

“the Potable Water sub-element should be revised to include a Water Supply Facilities Workplan for at least a 10-year planning period addressing water supply facilities necessary to serve existing and new development and for which the local government is responsible.”

Additional water supply planning required amendments prior to the Evaluation and Appraisal (EAR) based amendments include:

- 1) Amend, if necessary the 5-year Schedule of Capital Improvements.
- 2) Revise the Potable Water sub-element to consider the regional water supply plan(s) of appropriate water management district(s). (s.163.3177(6)(c), F.S.). For Miami-Dade County this would be the South Florida Water Management District’s Lower East Coast Regional Water Supply Plan.

The 5-year Schedule of Capital Improvements for water facilities will be included with the Capital Improvement annual amendments.

5. ADDITIONAL MATERIALS SUBMITTED

None

Table 1
MIAMI-DADE WATER AND SEWER DEPARTMENT
TEN YEAR CAPITAL PLAN WATER PROJECTIONS
2002-2012

#	PROJECT DESCRIPTION	PRIOR	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL
1050	W.T.P. - HIALEAH / PRESTON IMPROVEMENTS	18,631	350,000	700,000	3,000,000	3,400,000	5,477,569	6,000,000	4,925,000	2,650,000	0	0	26,521,200
1051	W.T.P. - ALEXANDER ORR, JR EXPANSION	8,778,341	4,000,000	1,836,511	896,643	441,489	0	0	1,100,000	2,000,000	4,500,000	3,900,000	27,452,984
1052	WELLFIELD IMPROVEMENTS	1,834,098	3,290,546	6,289,818	9,578,080	13,579,019	14,393,132	12,394,475	11,698,019	13,500,000	19,494,475	18,750,000	124,801,662
1053	NORTH MIAMI-DADE WATER TRANSMISSION MAINS	73,163	200,000	1,800,000	2,500,000	3,100,000	3,976,837	2,500,000	2,500,000	1,200,000	0	0	17,850,000
1054	CENTRAL MIAMI-DADE WATER TRANSMISSION MAINS	1,556,413	1,500,000	800,000	444,637	0	0	0	1,050,000	5,000,000	9,000,000	13,450,000	32,801,050
1055	SOUTH MIAMI-DADE WATER TRANSMISSION MAINS	0	400,000	3,500,000	3,000,000	0	0	0	0	0	0	0	6,900,000
1056	SPECIAL CONSTRUCTION - WATER IMPROVEMENTS	76,013	261,351	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	0	0	10,837,364
1057	WATER MAINS INTERMEDIATE SIZE	0	0	0	0	0	0	0	350,000	2,000,000	3,000,000	650,000	6,000,000
1058	W.T.P. - CARBON DIOXIDE INJECTION	2,184,477	1,000,000	112,599	0	0	0	0	0	0	0	0	3,297,076
1059	GENERAL MAINTENANCE AND OFFICE FACILITIES - WATER	4,995,789	1,430,000	10,520,000	3,241,013	1,000,000	800,000	1,400,000	765,000	3,200,000	1,000,000	435,000	28,786,802
1060	WATER DISTRIBUTION SYSTEM EXTENSION	14,642,629	16,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	0	0	100,642,629
1063	WATER SYSTEM FIRE HYDRANT INSTALLATION	2,525,376	3,599,319	2,330,000	1,010,000	1,010,000	360,000	360,000	360,000	360,000	0	0	11,914,695
1064	WATER SYSTEM EQUIPMENT AND VEHICLES	41,029,000	13,968,000	5,859,000	6,800,000	6,800,000	6,800,000	6,800,000	6,800,000	6,800,000	0	0	101,656,000
1066	WATER PLANTS REHABILITATION	2,846,677	2,237,000	1,388,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	0	0	16,071,677
1067	WATER SYSTEM UPGRADES	0	10,939,920	12,390,000	14,200,000	14,200,000	14,200,000	14,200,000	14,200,000	14,200,000	0	0	108,529,920
1068	WATER SYSTEM IMPROVEMENTS	0	2,000,000	3,300,000	4,000,000	2,300,000	2,000,000	2,000,000	2,000,000	0	0	0	17,600,000
1069	ENGINEERING STUDIES - WATER	1,181,673	250,000	200,000	135,520	0	0	0	0	0	0	0	1,767,193
1070	AUTOMATION OF WATER TREATMENT PLANTS	327	100,000	300,000	200,000	149,673	0	0	0	0	0	0	750,000

#	PROJECT DESCRIPTION	PRIOR	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	TOTAL
1071	W.T.P. - UPGRADE FACILITIES TO COMPLY WITH RMP	445,622	500,000	500,000	554,378	0	0	0	0	0	0	0	2,000,000
	(OSHA)												
1072	WTP - MISCELLANEOUS UPGRADES	859,715	550,000	1,185,417	600,000	300,000	0	0	0	0	0	0	3,495,132
1074	AMENDMENT TO THE SAFE DRINKING WATER ACT (1996) D-DBP	28,271,722	10,960,000	10,452,943	5,040,644	2,587,965	1,272,810	700,000	3,264,742	10,000,000	20,000,000	12,400,000	104,950,826
1075	AMENDMENT TO THE SAFE DRINKING WATER ACT (1996) -	506,412	300,000	500,000	500,000	500,000	700,000	500,000	443,588	0	0	0	3,950,000
	IESWT RULE												
1077	NEW SOUTH MIAMI HEIGHTS WATER TREATMENT PLANT AND WELLFIELD	538,168	1,800,000	7,594,526	13,875,000	18,300,000	16,730,000	14,307,306	6,570,000	10,440,000	0	0	90,155,000
1078	TELEMETERING SYSTEM - WATER	918,895	250,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	0	0	3,968,895
	TOTAL	113,283,141	75,886,136	83,458,814	83,075,915	81,168,146	80,210,348	74,661,781	69,526,349	84,850,000	56,994,475	49,585,000	852,700,105

Source: Miami-Dade Water and Sewer Department, Planning, Permitting, & Efficiency Section, 2003

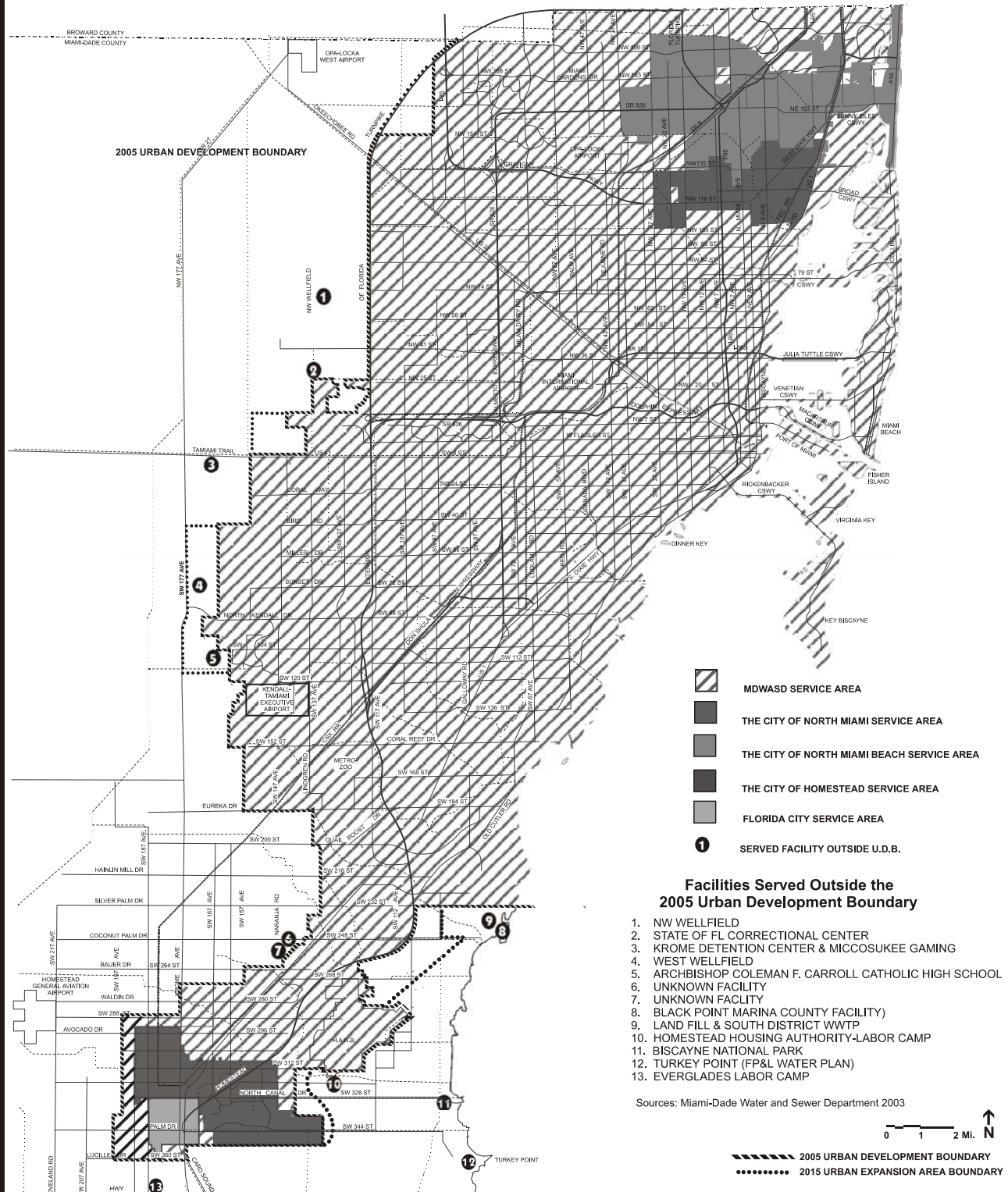


Figure 1.5-1

MIAMI-DADE COUNTY WATER SERVICE AREAS

DEPARTMENT OF
PLANNING AND ZONING